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All kinds of photographic work done in latest styles also Passport Photos.
Developing and Printing for Amateurs a Speciality.
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The China Mail.

Ford CARS.
All stocks have been sold. May we put your name on our waiting list?
ALEX. ROSS & CO.
Phone 2427.

February 20, 1919, Temperature 60. Rainfall 0.00 inch. Humidity 89. February 20, 1918, Temperature 59.

No. 17,393. 號十二月二年九十百九千壹英 HONGKONG, THURSDAY, FEBRUARY, 20, 1919. 未己亥歲年八國民華中 PRICE \$3.00 Per Month

BUSINESS NOTICES

W. S. BAILEY & CO., LTD.
ENGINEERS and SHIPBUILDERS.
KOWLOON BAY.
Steam and Motor Vessels.
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies

DRAGON MOTOR CAR CO.
SOLE DISTRIBUTORS FOR THE FAMOUS
CHANDLER HUDSON AND OVERLAND MOTOR CARS
BEST CARS IN THE COLONY FOR HIRE.
Telephone 493.
INSPECTION INVITED.

We have just received a consignment of
THERMOS FLASKS
AND
THERMOS FOOD JARS
Pint and Quart sizes
A. S. WATSON & CO., LTD.,
Hongkong Dispensary.
111.

YEE SANG FAT CO.
SMART
LADIES' WHITE CANVAS
BOOTS & SHOES
WHITE
TENNIS SHOES
RUBBER SOLE
Price \$2.50 pair
YEE SANG FAT CO.
Cor. Queen's Road, and D'Aguilar Street.
TELEPHONE 1355.

Diss Bros
TAILORS
ALEXANDRA BUILDING, HONGKONG. TEL. No. 2843.

DONNELLY & WHYTE.
WINE MERCHANTS.
TEL. No. 638.

ATTEMPT TO ASSASSINATE M. CLEMENCEAU.

SEVEN SHOTS AT POINT-BLANK RANGE.
[BY COURTESY OF THE "DAILY BULLETIN"]
New York, Feb. 19.
An Associated Press message states—
Seven shots were fired at M. Clemenceau, the Premier of France, at point-blank range by Emile Cottin, known in anarchistic circles at Milan.
Three bullets struck the Premier. One bullet entered under the right shoulder and lodged under the left shoulder, missing the spinal cord and lungs, the other two wounds being scarcely more than abrasions of the skin on the right arm and right hand.
Two other bullets passed through M. Clemenceau's clothing—"American Wireless."

KOREANS' APPEAL TO AMERICA.

[BY COURTESY OF "HONGKONG DAILY PRESS"]
PEKING, Feb. 18.
Members of the Korean Independence Committee in China have petitioned the American Minister to China asking American aid for Korea, stating that the Korean people look to President Wilson for aid and are hoping that the Peace Conference will take up the problem of bettering the condition of "our voiceless nation, containing two million oppressed people."

THE SLUR UPON HAPPINESS.

"It is not only the pessimists, but some of the men and women who have best earned the right to talk about life who tell us that happiness is not a thing we ought to look for," says the "Times." And we, partly from a prickle of conscience, and partly because life seems to bear out what they say, incline to believe them.
"So much so that on finding in Mr. John Yeats's essay the other day the remark that a deliberate search for happiness was what prompted the benign wisdom of Shakespeare and of good women," one had quite an admiration for his courage. . . .
"But should happiness be made a motive? The fear of treating it so comes probably from our obstinate habit of clinging to the means and forgetting the ends which are really worth having. It is the timorous view of life. We are afraid to look the best things in the face, we are sometimes shy of beauty. But to cultivate happiness means deliverance from the evils—the tyranny of desires, one following on another and none ever satisfying; and the loss of all the meaning of life which comes of ignoring the act of living."
"The one point, Schopenhauer thought, in which the brutes were superior to men was their undisturbed enjoyment of the hour. Happiness restores us this innocence, bovine no longer, in the mood of 'carpe diem.' It simply reminds us that those who live solely for the future can never experience anything, and it alone knows the secret of resolving the other tenses into the present, which solution is the nearest approach we can make to the eternal. To do this demands an effort and energy of its own, and that is why it has been said that it is harder to bear happiness than to bear sorrow."
"Let us admit that happiness tests the generosity of souls. To offer it as a recipe in these times may seem a mockery, but it is not necessarily a mistake. What Wordsworth called in one of his sonnets—'emphatically a sonnet for the times'—our ancient English dower of inward happiness "may be something which needs to be kept alive by those who can 'tend it, like a sacred fire, with a sense of hope, if not of realisation."

EARLIER TELEGRAMS.

(Reuters' Service to the China Mail.)
INFORMATIVE COMMUNIQUE.
LONDON, February 17th.
A communiqué from Paris, dated February 17th, says:—
The Supreme War Council met to-day. Marshal Foch informed the Ministers of the acceptance by the Germans of the conditions for the renewal of the Armistice.

OBITUARY.

LONDON, February 17th.
Sir Willfrid Laurier is dead.

JELlicoe's ITINERARY.

LONDON, February 17th.
The Admiralty states:—
The following is the proposed itinerary of the tour of Admiral Jellicoe by H.M.S. New Zealand. The dates should be regarded as purely tentative, depending mainly on whether the work in the various Dominions can be accomplished in the time allowed:—Leave Portsmouth on February 20th, arrive at Gibraltar on February 24th, leave on February 25th, arrive at Port Said on March 2nd, leave on March 4th, arrive at Suez on March 4th, leave on March 5th, arrive at Bombay on March 13th, leave about May 1st, arrive at Colombo on May 4th, leave on May 5th, and arrive at Albany, King George's Sound on May 15th.
Admiral Jellicoe probably disembarks at Albany, proceeding to Melbourne and Sydney, arriving at Sydney about May 31st.
The ships during June or July will visit the principal ports in New Zealand, returning to Sydney to re-embark Admiral Jellicoe about August 15th.
He will leave Sydney on August 15th, arrive in New Zealand on August 25th, leave about October 1st, and arrive at San Francisco on October 20th, via Fiji, Samoa, and Honolulu.
Admiral Jellicoe probably disembarks at San Francisco for Ottawa, VISIT TO HONGKONG EARLY NEXT YEAR.
Admiral Jellicoe will leave British Columbia about January 1st, next year, and arrive at Honolulu on January 8th. He will leave Honolulu on the 13th, arriving at Yokohama on January 21st; leave Yokohama on January 28th and arrive at Hongkong on February 1st; leave Hongkong on February 4th, arrive at Singapore on February 8th; leave Singapore on February 10th, and arrive at Colombo on February 14th; leave Colombo on February 15th, and arrive at Bombay on February 18th; leave Bombay on February 20th, and arrive at San Francisco on March 1st, and arrive at St. Helena on April 24th, leave St. Helena on April 25th, arrive at Ascension Island on February 28th; leave Ascension Island on April 29th, and arrive at St. Vincent Island on May 3rd; leave St. Vincent Island on May 5th, and arrive at Plymouth on May 11th.

OFFICIAL "NEWS."

LONDON, February 17th.
A communiqué from Paris, dated February 17th, says:—
The Reparation Commission met to-day and received evidence regarding Italy, Serbia, France and Belgium.

WHAT FRANCE KNOWS.

PARIS, February 17th.
A Havas message states:—
At a meeting of the Supreme Inter-Allied War Council, M. Clemenceau made a most emphatic statement that France could not possibly permit any importation of raw materials into Germany. The French Government knows that Germany is actually preparing a gigantic campaign in an endeavour to crush French commerce and industry the moment the peace treaty is signed.

"UMER IS ACUMEN."

PARIS, February 17th.
A Havas message states:—
A decree establishes summer time as from March 1st till October 5th.

PARIS TO WARSAW.

PARIS, February 17th.
A Havas message states:—
The first Paris to Warsaw express, via Vienna, left Paris on Sunday evening.

DRASTIC TERMS.

PARIS, February 17th.
A Havas message states:—
The French Press and public everywhere discuss the remarkable situation created by the publication of Marshal Foch's new drastic peace terms.
"PARIS, February 17th.
A Havas message states:—
In an interview, M. Clemenceau stated that two methods were discussed for crystallising the Armistice into terms ensuring peace. One was to offer, as a definite limit, German armaments; the other, to raise the Allied demands for the surrender of German war material, making it impossible for Germany to equip and maintain larger forces than were approved by the Allies."

JAPAN WOULD RESENT.

PARIS, February 17th.
A Havas message states:—
Japan would resent the insult in case she should be granted the Caroline and Marshall Islands, after having played so important a naval and economic part during the war.

HELPING CHINA TO HELP HERSELF.

In several important departments of internal administration which have been conducted with efficiency and success, the Chinese owe much to foreign guidance and genius. The Maritime Customs, with which the name of Sir Robert Hart, will always be associated, and the Post Office are the most notable instances, and now to these must be added the Salt Gabelle which, under the superintendence of Sir Richard Dane, has attained results which must be highly gratifying to the Chinese Government. On the eve of Sir Richard's departure from China, it will be of interest to survey the work that he has accomplished during his five and a-half years' residence in that country. To this end we are greatly helped by a very excellent account of his achievements during this period, sent to "The Times" by the Shanghai correspondent of that journal. The Salt Gabelle, like many other Chinese institutions, was inefficiently controlled, with the result that there were many leakages in the revenue it yielded to the Central Government in Peking. Fortunately for the Chinese Government, one of the terms of the Reorganisation Loan of 1913 stipulated for the organising of the Salt Gabelle, and Sir Richard Dane was appointed to undertake the task. How successful his efforts have been in this work may not be generally appreciated, and it is well, therefore, that the facts should be put on record. At the beginning of his regime his path was beset with all sorts of difficulties. Such Chinese system as was in existence was totally inadequate for the control and collection of revenue, and new methods from beginning to end had to be created. Undaunted by his colossal task, and with infinite patience, Sir Richard set to work to overcome the conservatism of the Chinese and to create order out of chaos. The correspondent we have quoted above tells us that he travelled from one end of the country to the other, and despite ancient vested interests, gradually succeeded in breaking down the monopolies, co-ordinating all the systems, instituting a single tax at the place of origin, and thereafter permitting salt to travel free. When we remember the inherent dislike of Chinese officials and people to change of any sort and the obstacles which they put in the way of every suggested reform we can better estimate the force, energy and tact which Sir Richard Dane must have brought to his work to overcome so many drawbacks. The measure of his success may be gauged by the fact that before his advent the revenue derived from salt was estimated to be about \$35,000,000. For the third completed year of Sir Richard's administration it yielded \$72,000,000, of which, after the service of the loan, a surplus of \$52,000,000 remained to the Government. The correspondent alluded to above observes that but for civil strife and the sequestration of the salt revenues by the South-Western Provinces they would probably have produced by now \$100,000,000; and in the estimation of some good judges the amount would have been considerably higher. The broad result of it all is that the system which Sir Richard constructed has not only satisfied every need of the Reorganisation Loan, but has produced an annual surplus which rapidly became the mainstay of the Government. There is one aspect of his success which we should like to emphasise, and that is that in carrying out his work he has relied largely on the assistance of Chinese themselves, the number of foreigners employed being relatively few. It is stated that many districts are wholly in the hands of Chinese without the faintest detriment, thus completely upsetting all traditional beliefs as to the impossibility of expecting the honest administration of public funds from the Chinese uncontrolled. Indeed, Sir Richard Dane is very emphatic on the ability of the Chinese to manage their own affairs subject to little advice. The secret of his success seems to be the consistently sympathetic attitude he adopted towards the Chinese.

THEY MAKE YOU FEEL GOOD.

THE pleasant purgative effect experienced after taking Chamberlain's Tablets and the healthy condition of body and mind to which they contribute makes one feel that living is worth while. For sale by all Chemists and Grocers.

BUSINESS NOTICES

J. T. SHAW.
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TAILOR, HABITMAKER AND OUTFITTER.
#21, HONGKONG HOTEL BUILDING, HONGKONG.

Have you seen the Wonderful
"DAVON"
SUPER TELESCOPES
Made in England, length only 13 inches, magnifies 36 diameters and gives wide objective; will focus sharply on objects a few feet or many miles away.
USED BY BRITISH OFFICERS AT THE FRONT.
Price, complete with two extra lenses, rubber eye-piece, tripod, leather carrying case, etc., etc., etc. \$75.00.
WE HAVE THEM READY FOR DEMONSTRATION.
ALEX. ROSS & CO.,
MACHINERY DEPARTMENT.
4 Des Voeux Road Central,
Telephone 2487.

FORTIFY YOURSELF
by taking
FLETCHER'S COMPOUND GLYCEROPHOSPHATES.
The Ideal General Tonic.
OBTAINABLE ONLY AT
THE PHARMACY
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Tel. 345. 22, Queen's Road Central.

SENNET FRERES.
(ALBERT WALL, SUCCESSOR)
QUEEN'S ROAD CENTRAL.
Silver Ware, Bronzes, Clocks, Porcelain Vases and Statues, Cut Glass, Electro Plate, Electric Lamps, etc.
In our Jewellery Department, we have just received the latest novelties from Paris, which will be sold at low prices.

THE IDEAL TO BE OBTAINED AT ALL THE LEADING STORES.
IZAL
A TRIUMPH OF CONCENTRATION.
SOLE AGENTS:—
W. R. LOXLEY & CO.



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AUCTIONEERS TO THE GOVERNMENT

General Auctioneers
Shares, Coal and General
Produce Brokers and
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PROPRIETORS
"Te-Kwa-Wan" Coal Storage.

Codes used
Bentley's
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A. & C. 1st Edition Code.
Telegraphic Address
"HUGHES & HOUGH"
HONGKONG.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED),

FRIDAY,

February 21, 1919, at 10.30 a.m. at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

Valuable Household Furniture, Cures, Ornaments, &c., &c. removed to salerooms for convenience of sale.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Feb. 17, 1919.

(For Account of the Concerned),

THURSDAY,

February 27, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS MOUNTED DOUBLE AND TWIN BEDSTADS, CURTAINS, CARPETS, &c., &c., &c.

Comprising:—
Two Chesterfield Sofas and Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, Washstands, &c., (fumed Teakwood) Sideboards, Dinner Waggon, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and good Glass Ware, Cooking Stoves, Cutlery, &c. Bath Room Utensils, Electro-Plated Ware.

Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, including 1 large Blackwood Screen Blue and white Panels, Side Tables, Chairs, Cabinets, Pictures, Tennis Poles and Net, Several Carpets new and second-hand.

Also
Treadle Sewing Machine (nearly new), by Wilcox & Gibbs with all accessories, 1 Piano by Ernest Kaps. Dresden in very good condition and one "Reliance" Typewriter (new).
(Full Particulars from Catalogue).

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Feb. 18, 1919.

(FOR ACCOUNT OF THE CONCERNED),

FRIDAY,

February 28, 1919, at 11 a.m., at No. 2 Humphreys Building, Kowloon.

THE SUNDAY
VALUABLE HOUSEHOLD FURNITURE, &c., &c., &c.

including:—
Large Chesterfield Sofa and Arm chairs (English make), a few pieces of Blackwood Furniture, etc.
Large Brass Bedstead, Wardrobes, Toilet Table, Washstand, &c., &c., &c.

Electric Fittings and Sunblinds.
On view day of sale.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, February 18, 1919.

THE Undersigned have received instructions to sell
At their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.
One Upright cottage Piano especially made for the climate by Francis Becon, New York, (Practically new).
One Boudoir Grand Piano by Collard & Collard in good condition.
Particulars from the undersigned.

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Feb. 5, 1919.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction (For Account of the Concerned),

ON THURSDAY,

February 27, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street.

USEFUL HOUSEHOLD LINENS, DRAWN WORK, & EMBROIDERIES.

Comprising:—
HOUSEHOLD LINENS:—Single and Double Plain and Hemstitched Sheets, Pillow Cases, Double White Bathing Linen, Damask Serviettes, Glass Cloths, Bath Towels, Face Towels, &c., &c.

DRAWN WORK:—Bedspreads, Pillow Cases, Tray Cloths &c. &c.

EMBROIDERIES:—Bedspreads, Table Covers, Tea Cloths, Runners 18 by 54 in. A few lots of Attache Cases and Bellow Valises.

(All new goods and small lots to suit purchasers).

Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Feb. 19, 1919.

NOTICE.

THE Pass Office will be removed from the Central Police Station to the top floor POST OFFICE BUILDING on the 18th inst. From that onwards Permits to leave the Colony will be issued from there and not at the Central Police Station.

ALL PERSONS with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

Applicants will be required to produce Passports or Identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1918. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non compliance is a fine not exceeding \$50.

FARES FOR PUBLIC VEHICLES.

CHAIRS.

I.—In Victoria with two Bearers.
Quarter hour, 10 cents.
Half hour, 20 "
One hour, 35 "
Two hours, 60 "
Three hours, 70 "
Day (8 a.m. to 8 p.m.), \$1.00.
If the trip is extended beyond Victoria, half fare extra.

Between the hours of 8.30 p.m. and 6 a.m. the above fares shall be increased by 50 per centum.

II.—Beyond Victoria, with four Bearers.
Hour, 60 cents.
Three hours, \$1.00.
Six hours, 1.50
Day (8 a.m. to 8 p.m.), 2.00

III.—In the Hill District with 2 Bearers with 4 Bearers.
Quarter hour, \$0.15
Half hour, 0.30
One hour, 0.50
Two hours, 0.80
Three hours, 1.00
Six hours, 1.50
Day (8 a.m. to 8 p.m.), 2.00

IV.—In the Island of Hongkong, if engaged in Victoria.
Ten minutes, 5 cents
Quarter hour, 10 "
Half hour, 15 "
One hour, 20 "
Every subsequent hour, 20 "

Note.—If the ricksha be engaged within the City of Victoria, and be discharged outside the Western part of the City of Victoria after 9 p.m., or be discharged to the East of Bay View Police Station on the Eastern side of the City of Victoria after 9 p.m., an extra half fare shall be chargeable.

II.—In Kowloon.
Quarter hour, 5 cents
Half hour, 10 "
One hour, 15 "
Two hours, 20 "
Every subsequent hour, 10 "

III.—Taipei Road.
Twenty cents shall be added for each extra hour or part of an hour if the hire exceeds the journey to take longer than —

To 4th mile—
single 75 cents 1 hour
return 1.00 2 hours
Beyond 4th to 6th mile—
single 1.20 2 hours
return 1.50 4 "

Beyond 6th to 8th mile—
single 1.75 2 1/2 hours
return 2.00 5 "

Beyond 8th to 11th mile—
single 2.25 3 1/2 hours
return 2.50 7 "

Fares for journeys beyond the 11th mile to be a matter of previous arrangement in each case.

The fares here set out to apply to one ricksha with three coolies from Tsai Sha Tsui.

WANT ADVERTISEMENTS

25 WORDS 3 INSERTIONS.
\$1. PREPAID.
Every additional 5 words 4 Cents.

FOR SALE.

FOR SALE.—LAND and HOUSES at the Peak Hongkong and Kowloon. Apply Box No. 106 c/o "China Mail."

TO LET.

TO LET.—No. 4 The Peak (Bahar Lodge). Fully FURNISHED. Apply to—H. A. LAMBERT.

TO LET.

A SHOP in Nathan Road, Kowloon. Apply to—HUMPHREYS ESTATE & FINANCE CO., LTD. Alexandra Buildings, Hongkong, Jan. 12, 1919.

LOST.

A BLACK SPANIEL PUPPY (BITCH) aged about 5 months. White patch on chest. A reward will be given on finding returning name. D. J. LEWIS, Lauriston.

NOTICES.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 22nd day of February, 1919, at Noon, for the purpose of receiving the Report of the Court of Directors together with a statement of Accounts for the year ending December 31, 1918.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, February 10, to SATURDAY, February 22, 1919, (both days inclusive), during which period no transfer of shares can be registered.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.
Hongkong, February 4, 1919.

THE HONGKONG HOTEL CO., LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the REGISTERED OFFICE of the Company, Pedder Street, Victoria, in the Colony of Hongkong, on FRIDAY, the 28th day of February, 1919, at Noon, when the subjoined resolution which was passed at the Extraordinary General Meeting of the Company held on the EIGHTH day of February, 1919, will be submitted for confirmation as a Special Resolution:—

"That the Articles of Association be altered in manner following, viz:—

"In Article 82 the word 'five' shall be substituted for the word 'four'."

The effect of this resolution will be to increase the maximum number of Directors from four to five.

Dated the Fourteenth day of February, 1919.

By Order of the Board,
J. H. TAGGART,
Secretary and Manager.
Hongkong, Feb. 14, 1919.

HONGKONG HOTEL CO., LTD.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the SHAREHOLDERS in this Company will be held at the Company's Hotel, Hongkong, on FRIDAY, 28th February, 1919, at 12.15 p.m. for the purpose of receiving the Report of the Board of Directors together with a Statement of Accounts for the year ending 31st December 1918.

THE REGISTER of SHARES of the Company will be CLOSED from FRIDAY, 21st February to FRIDAY, 28th February, 1919, (both days inclusive) during which period no TRANSFER of SHARES can be REGISTERED.

By Order of the Board of Directors,
J. H. TAGGART,
Manager.
Hongkong, Feb. 13, 1919.

THE NEW FRENCH REMEDY, THERAPION NO. 1, THERAPION NO. 2, THERAPION NO. 3.

For all ailments, No. 1 for Chronic Rheumatism, No. 2 for Gout, No. 3 for Nerve Pain.

These Remedies are sold by all Chemists and Druggists. Price 1/6 per bottle. Postage 1/6.

THE CHINA MAIL, 11, DES VAUX ROAD, HONGKONG.

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ON SHIP'S NAMES.

The practice adopted by our great Shipping Companies of naming some of their vessels after foreign countries and places, with many of which they are not and never can be connected in trade, is a conceit of the cosmopolitanism to which we, almost alone among the nations, are addicted. Its inconvenience became apparent when the war broke out and the foreign country became an enemy country. An Index Expurgatorius had to be set up, as it was obviously improper that there should be a 'Galicia,' a 'Carinthia,' an 'Elbe,' a 'Danube,' a 'Teutonic,' or a 'German' aloft under the Blue or the Red Ensign. No vessel is allowed to go to sea under an alias. Her name cannot be changed by the stroke of a clerk's pen, but must adhere to it until the proposed alteration has been publicly advertised and sanctioned by the Board of Trade. During the autumn of 1914 and the following winter not a few ships were thus permitted to shed their names and to reappear upon the undulating ocean under appellations more appropriate to the flag which they flew.

Subject to this inconvenience a ship may suitably take her name from an alien country to which she usually carries passengers or with which she usually trades; but to name ship after an inland kingdom and a province of Italy which has no seaboard, as was done in the case of two of the earlier fast Atlantic liners, the 'Serbia' and the 'Umbria,' is paradoxical. Other examples in the past or present Cunard fleet are the ill-fated 'Lusitania,' the 'Mauretania,' and the 'Aurania.' 'Lusitania' is postical for Portugal, but neither 'Mauretania' nor 'Aurania' can be found in the atlas. The Cunard Company standardises its ship names to the extent that they must all be nouns with the classical caudal appendage—'ia,' and the longer the word the more does it seem to suit the fancy of travellers by sea, who prefer a ship bearing a sonorous polysyllabic name, and who would not be so readily inclined to take their passage on one of equal tonnage, speed and comfort, but having the homely British word 'Liverpool,' 'Newcastle' or 'Bath' in brass letters on her bows and stern.

As the Cunard Company insists upon the use of nouns for the nomenclature of its fleet, so likewise does the White Star Company insist upon adjectives, and these must all end in 'ic.' To this tail is attached a miscellaneous assortment of mythological, ethnological, geographical and nondescript prefixes. There was a 'Titanic,' an 'Adriatic,' and even a 'Boeotia,' but there is not yet an 'Hippic,' an 'Avic,' or a 'Piscic.' A story, which is not true is at least ben trovato; it is told that an official of the Company was heard complaining that the fleet was increasing so rapidly that it was difficult to find names for three new ships about to be launched, and that a sarcastic person, who no doubt had suffered from mal de mer and other discomforts of the Atlantic voyage, protested that the difficulty was imaginary. 'Why not call your three new ships the 'Dyspeptic,' the 'Rheumatic' and the 'Emetic'?' There does not seem to be any good reason why ship names should be drawn from two parts of speech only, or why adverbs or even prepositions should be impressed into the service. For an Atlantic liner making her round trip to New York within a fortnight, 'To and Fro' would be an appropriate name; while the humble 'ramp' steaming on no customary track, but nosing for cargo wherever it was to be found, might be aptly named 'Here and There.'

The aristocratic P and O Company, the chief shuttle in the loom of Empire, for many years refrained from fancy nomenclature, but named its ships with especial regard to the ships with which it traded. Thus the 'Delta' and the 'Massilia' marked the period before the Suez Canal was opened, and when the mails were carried from Marseilles to Alexandria and then to Suez by the overland route. Of late years, however, it has adopted what may be termed—to borrow a metaphor from the Recruiting Office—a Group or Class system. An 'M' group and also an 'N' group were launched; each of which was composed of vessels built about the same time and for particular services. In the same group with a 'Mooltan' was a 'Majola.' 'Mooltan' is an appropriate name for a ship carrying mails and passengers to Hindustan; but 'Majola' a pass in Switzerland over which a few travellers and Alpinists struggle in the 'difficult heights of the ice-capped mountain air,' is the absolute antithesis of an ocean liner. Similarly, in order to fill up the 'N' group a Walloon city was violently vrenched from the land and made floatam upon the Bay of Bengal, when the 'Namur' on her maiden voyage steamed away from Madras with her course set to the mouth of the Hugli.

The first large ships of the British Navy to be lost in the present war were the 'Cressy,' the 'Hogue' and the 'Aboukir.' It would seem that Nemesis had ordained that ships bearing the names of Victories over our present Ally, across the Channel must take no part in it.—(Ex.)

BRIEF RUBBER ESTATE.

The tenth ordinary general meeting of the Brief Rubber Estate, Limited, was held at London, Mr. E. E. Moreau (Chairman of the company) presiding. The Chairman said: Gentlemen, the directors' report and accounts of the company for its last financial year having been circulated to all shareholders, you will doubtless allow me to take them as read. The actual audited accounts of the company are submitted in full detail as usual; but the abbreviated report and the omission of much that shareholders have been accustomed to is accounted for by the necessity of conserving paper and reducing expenditure. Referring to the balance sheet, you will find our capital unaltered; but our estate, development reserve is increased to £10,500 by the addition thereto of the £1,500 allocated from the previous year's profits; and, as our capital expenditure account now stands at £55,431 11s. 4d., we have £4,353 8s. 8d. of this £10,500 still available for upkeep of our immature area and further extension. Our liquid assets amounted to £13,514 7s. 2d. against outside liabilities of £4,363 4s. 10d., so our financial position was sound. Turning to the profit and loss account, you will find reflected rather acutely therein the parlous times we have been through, as, on a production of 175,641 lbs. of rubber, we could only secure a profit of £3,347 3s. 7d., as compared with a profit of £7,919 18s. 8d. in the previous year, on a production of 161,294 lbs., although our working charges for both years were almost identical as to the all-in cost per pound of our production. The whole explanation of our reduced profit lies in the reduction of 8½d. per lb. in the price we were able to realise for our rubber.

LETTER FROM MR. F. KINGDON WARD.

A letter has been received by a resident of Shanghai from Lieut. F. Kingdon Ward, of the 116th Maharrattas, stationed in Bagdad, Mesopotamia. Lieut. Ward (who was formerly in Shanghai and contributed a series of articles to the 'Mercury') says:—

"I always like to answer letters such as yours personally, and thereby strengthen the bonds which bind our Empire together. It was very kind of you to send the cigarettes—though I don't smoke at all myself. I am the only officer in the mess who doesn't."

"I think we English, after the U.S.A. came in, realised that the reasons for delay had been, and though we said quite a lot in the first years of the war, we fully appreciate America's attitude now we know what her difficulties were."

"I am writing this on the steamer, we are just off on leave, having come down to Bagdad by train. I have been 16 months in the country and am looking forward to six weeks in India."

"We very much appreciate all that is done for us by private enterprise by people working for the Red Cross. We are so well found out here that it is difficult to say what we want. I believe the men appreciate warm woollen pyjamas and socks as much as anything. The winters are very cold and we are always short of socks."

"I was very interested to hear you were in China. I know Shanghai well, also Canton and Hongkong, but I know Yunnan best of all—I was a naturalist in the mountainous region of Western China before the War, and hope to go back there as soon as peace is declared. I am very fond of the mountain Chinese and of the Tibetans and frontier tribes. No greater contrast to them can be imagined than the miserable Arab tribes of Mesopotamia, nor to the scenery of Yunnan than these parched bare fat deserts. I am looking forward to seeing forests and mountains again in India."

IF SLEEP DOES NOT REFRESH YOU.

People who are tired out, who arise in the morning feeling that sleep has not refreshed them, are in a state of nervous exhaustion that borders on the condition that doctors call neurasthenia. The causes are varied. Continuous work, mental or physical, without proper attention to diet and exercise, may worry over the struggle for success, are the most common causes. Excesses of almost any kind may produce it. Sometimes diseases like influenza will cause neurasthenia; so also will a severe shock, intense anxiety or grief. The symptoms are over-sensitiveness, irritability, a disposition to worry over trifles, headache, possibly nausea. The treatment in cases like this is one of nutrition of the nerve cells requiring a non-alcoholic tonic. As the nerves get their nourishment from the blood, the treatment must be directed toward building up the blood. Dr. Williams' pink pills act directly on the blood and, with proper regulation of the diet, have proved of the greatest benefit in many cases of neurasthenia. A tendency to anaemia or bloodlessness, shown by most neurasthenic patients, is also corrected by these tonic pills. Two useful books, "Diseases of the Nervous System" and "What to Eat and How to Eat," will be sent free by Dr. Williams' Medicine Co., 60 State Street, New York, if you mention this paper. Dr. Williams' pink pills are sold by all chemists or can be obtained at \$1.50 per bottle, six for \$8, post free from the above address.

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SAMPLES WILLINGLY.

BIRTH.

SORENSEN.—On February 19, at 127, the Peak, to Mr. and Mrs. A. S. Sorensen, a daughter.

The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, THURSDAY, Feb. 20, 1919.

WINNERS AND LOSERS.

Some of the Germans, as was to be expected, are saying that we didn't beat them in a military sense, but only in an economic sense. Let them have it as they like it, so long as they were beaten. Nobody doubts that in simple plain English they were defeated when they asked for the armistice, and it seems almost a pity that some of our friends should appear over anxious to prove what everybody knows. That fearfully involved telegram in Tuesday's "China Mail," which told how somebody at a meeting said that somebody else at another meeting had mentioned a telegram from Hindenburg to the effect that he must surrender if they didn't, was scarcely necessary or advisable. It is always unwise to prove too much.

It must still be left to the future historian to say who really won the war, because nobody knows yet until all the effects are evident. It is possible to win a war and lose by it, as past history shows. If, for argument's sake, it should appear in a few years' time that the people who won are worse off, and the people who lost are better off, then it will have to be said that the winners were the losers, and the losers really winners. In church this would be understood, and the text about the man who gains the whole world and loses his own soul would be applied.

It is too soon to say that the German people have gained a soul. If this war have cleared their minds of the cant of chauvinism; opened their eyes to true democratic principles, and set their feet in the path of genuine civilization, then indeed they will have gained greatly by losing. There is hope for them; but

at present, as we have said, there is no definite trend, and we must wait and see.

So far as our own people are concerned, we are in no hurry to write a jeremiad accusing them of losing by winning. We believe better things of them. We have (quite uncoloured by prejudice due to the accident of belonging to them) considerable confidence in the breed, and in the natural cumulative effect of their long history of aspirations. A nation, it must be remembered, acquires character in course of time very much as a man does. The process is analogous. But this applies to the more moral section of society, which may be a majority or a minority. The forces of reaction have a knack of survival which certainly does not prove their "fitness" in a moral sense.

At present our country is in the power, temporarily, of a set of men who thought the old political tricks worth while. If there had been nothing else against them but the way they rushed and engineered the last General Election, that was still amply sufficient to prove them unworthy and unfit to face the great opportunities of the time. Nero fiddling while Rome burned was a less disgusting sight than these Party technicians pulling wires while their country was in labour with a new and healthy offspring—which may or may not have miscarried as a consequence. If all tales be true, the conspirators now propose to strengthen their position by using the moribund House of Lords and adapting it to their purposes. Of Lloyd-George in particular this is almost unbelievable, but we know how personal ambition can sometimes carry a good man into bad ways. Any attempt permanently to "grab" the dearly-earned liberty of the British people is, we think, doomed to sure failure, with appropriate obloquy for its authors. In spite of many archaic blemishes on our constitution, foolish relics of our stupid sentiment, we had until this war come more real freedom than any other people on earth. Encroachments on that sacred freedom, some less necessary than others, but all supposed to be essential to the winning of the war, were borne with a patience that may have led some people to misjudge the character of the nation. That they will not tolerate such encroachments now that the necessity, alleged or real, is undoubtedly past; that they will resist any attempted restorations of privilege; that, in fact, by hook or crook, by evolution or even revolution, our great people will insist upon resuming its march towards the old ideals and the old goal, these things are as sure as that apples grow on apple trees. In that case it will not lose by victory—even by the victory snatched by the politicians.

LOCAL AND GENERAL.

No change in to-day's dollar. Still 3/1 11-16.

Two more cases of cerebro-spinal fever are on to-day's return, one of them fatal.

Canton's new maloo, or main road, is to be 100 feet wide, with 20 foot sidewalks on each side.

Construction of a railway between Changchow and Shima in Fukien is to begin shortly, says a Canton paper.

The French Consul at Canton has published a notice that Germans will not be eligible as electors of the French Municipality.

Mr. Kan Chao-nam, the manager of the Nanyang Tobacco Company at Canton has contributed \$50,000 to the Food Relief Association.

In the Billiard Championship contest now proceeding at the V.R.C., Sgt. Drummond beat Sgt. Davis. There were no big breaks. To-night Tai Ming Tak plays S.P. Law.

A League of Young Koreans has issued a Declaration of Independence, and is working for "self-determination" for Korea. Really, somebody ought to feel sorry for Japan.

The Canton Governor ordered the opening of a granary yesterday, to ease the rice dearth. Three thousand piculs were ground, leaving 5,000 still in the granary.

Anti-Japanese lecturers are going strong in the Canton district. The missionaries are said to be helping. Store-keepers in Canton are being asked not to sell Japanese goods.

An epigram maker on the "Canton Times" scores a bull occasionally. He says the Covenant of the League of Nations reads like a Declaration of Interdependence.

Koo Tzu Shan in Sunwui district is a stronghold of armed robbers. The commander of the Kongmoo troops has been given a month to clear them out. He should be given a year if he doesn't.

It is said that a missionary tried to obtain a monopoly from the Chinese Government for the sale of gramophones in central China. Reproached for this attempt to "lay up treasures," he explained that he wished to fit them all with hymns.

The Pacific Mail steamer Colombia left Manila on Tuesday morning, and was due this afternoon. She will probably leave here for San Francisco, via Shanghai, Japan, and Honolulu, on Wednesday Feb. 25, sailing about 4 p.m.

The notices lately posted all over town advising traffic to keep to the left are puzzling some people. At first sight they seem to refer to foot passengers on the sidewalks, who have hitherto been supposed to keep to the right. Not that it matters much. No amount of notices, ambiguous or otherwise, seem to help. Sharp elbows or police truncheons are more effective.

It is proposed to give a performance of Stainer's "The Crucifixion" in St. John's Cathedral on Good Friday evening and a large choir is being formed for the occasion. Singers who desire to take part are invited to send their names to Mr. J. W. White, P.W.D. as early as possible. The first rehearsal will be held in the Cathedral on Thursday, March 6, at 6 p.m.

The new China Mr. W. S. Lun, chief engineer to the Canton Municipal Council, lectured recently there on municipal duties and civic improvements. "Our people will gladly submit to taxation when they become assured that the money is for the benefit of the community." So said Mr. Lun, who is a civil engineer trained in England. Perhaps he noticed that English taxpayers were like that? Perhaps not.

THE PRICE OF COAL.

It is a remarkable fact that, with freight rates decidedly on the decrease, Japanese coal should cost as much in Hongkong now as it did prior to the Armistice. This, apparently, is due to nothing more nor less than the grasping, profiteering instincts of the mine owners individually and the coal combine collectively.

Granted that economic reasons in 1916-17-18 justified the 100 per cent increase in the f.o.b. Japan price, since the signing of the armistice nothing has occurred to warrant a further increase in inverse ratio to decreasing freight rates.

With the united endeavours of those in control of almost every other line of commodity to give relief to the long-suffering people, this action of Japanese coal controllers in persisting in raising still further their coal prices amounts to the quintessence of exploitation.

"LAND AND LABOUR"

MR. MCGUIGAN'S TIMELY LECTURE.

A large audience was present last night at the Soldiers' and Sailors' Club, Wantai, to hear the Lecture on "Land and Labour," given by Mr. J. H. McGuigan. The Rev. T. Robinson presided and in introducing the speaker said the subject before the audience was one of the greatest importance and he was sure that in Mr. McGuigan they would find a speaker with a deep knowledge of his subject.

There are lectures and lectures. We are accustomed to lectures that appear to be produced by turning a handle. We know the lecture which is designed to show chiefly how wise the lecturer is without imparting any of the wisdom. There is the perfunctory lecture, the lecture diffuse, the lecture dull, and the lecture flashy. There is also, sometimes, the lecture that is a lecture, the lecture that is worth while, and this lecture was of that order. It was meaty and instructive; it was well-shapen, fired with eloquence and spirit; it had punch. In effect, it was the sort of lecture we enjoy.

Opening with an allusion to the conspicuous failure of Christianity to inspire Christendom, he passed on to mention the relation between education and power in Russia, and showed that to influence effects reformers must deal with causes. International war was probably now over for some time to come: the menace now was class war. [Compelled to condense, the "China Mail" is paraphrasing the lecture. Where the lecturer's own words are used, they will be indicated by quotation marks.] The gulf between the upper and lower classes is real and wide. The upper class-consciousness is deep seated; they appear to have absolutely no conception of human brotherhood. Until recently the lower classes were ignorant and servile. Now and then, when the shoe pinched, they protested—with actions, more or less concerted. These earlier strikes were usually settled by doles. Sometimes they got nothing for their pains. This left the seed of bitterness. Since the lower classes got education, their views are different. They have now a different class-consciousness, no longer servile. They realize the conditions better in view of what might and ought to be. They now demand rights where formerly they begged for doles. They see the inertia of the others, the stubborn clinging to the old class superiority, and this increases their determination, making them occasionally support very extreme proposals. "Among the younger and better educated workers there is the keenest sense of injustice, the greatest discontent, and the strongest feeling of class antagonism." So far are they from regarding the aristocracy as superior, they denounce them as parasites, "descendants of a long line of hereditary imposters." The conviction is that their interests are diametrically opposed, and this involves a movement in favour of a transference of power.

"The economic conditions that are squeezing second class passengers out of steamships and railway trains and forcing them to travel either first or third are also squeezing moderate or middle class representatives out of the political arena and forcing them to take one or the other side in the struggle." The struggle is now on. How it will proceed depends on future events. If constitutional action should improve the conditions, the workers will be content to continue constitutionally, and the others would hardly fight. If not, there is sure to be revolution, for the workers will fight. If the churches worked now for peace, they would not have to pray in vain for it later on. Human wants are progressive. Wanting food first, he next needs a habitation. What satisfied the ox satisfies the ox and of to-day, and will probably satisfy the ox and the ass of a thousand years hence. Man is different. He wants better food, better clothing. With bare needs satisfied, he desires comfort, and after that pleasure and joy in life. This is the mark of the progressive animal. The earth contains all he needs. He has used returns to the earth to be re-transmuted for use again. There is enough for all men. This brought in the great point, that of the Land. When the natural resources of land are tapped by the human hand and brain, we call the product Wealth. Undeveloped wealth was covered by the term Land. Thus building material, hewn and shaped is Wealth; the rock still in the quarry is Land. The term for the exertion which changed Land into Wealth must be called Labour, whether it be mental or physical. It is usually both. This prepared them for the proposition: "All Wealth is produced from Land by Labour." In natural conditions, labour got the wealth it produced. The man who went fishing got the fish. The man who looked on from the shore did not.

Abraham Lincoln said that "if nature had intended one set of men to do all the work and another set of men to enjoy the product, she would have made the man who was intended to work all arms and legs without back and stomach, and the man who was intended to enjoy the product would have been made

A PROPER SENTENCE.

The Chinese who was arrested in Yumatt for having a loaded revolver was this morning sentenced to 12 months' hard labour by Mr. J. R. Woods.

UNTRUSTWORTHY POLICE-MAN.

Mr. T. H. King, A.S.P., this morning appeared before Mr. R. E. Lind-sell to prosecute a Chinese constable who was discovered in a coolie house when he was supposed to be on duty. A factor which contributed to the seriousness of the offence was that he was wearing his Service revolver and the house which he visited was known by the Police to be frequented by bad characters. It was during a raid made by the Police on the place in search of these people, that the constable was found hob-nobbing with the inmates. The constable, through his lawyer, Mr. D. J. Lewis, said that as constables were forbidden to enter tea-houses while on duty, he went to the place, not because he was acquainted with the people, but because he wanted a cup of tea.

His Worship sentenced the constable to one month's imprisonment and gave him the option of a \$50 fine.

all stomach without arms and legs, but seeing that every man "with a back and stomach" had a pair of arms and legs, he concluded that a man's arms and legs were intended to work for his back and stomach." (Laughter and applause.)

If the proposition were denied, how could they maintain the contrary? How prove a man's right to own the product of some other man's labour? If a strong man could force a weaker man to labour for him, what became of the commandment, "Thou shalt not steal?"

Labour beyond a certain point becomes disagreeable. This makes a man wish for as much wealth as possible for his labour. His ideal is the highest product for the least work. The real object of invention, of machinery, was to reduce work, not to make more.

The power of labour to produce wealth had increased enormously, but the wealth of the labourer had not. Machinery had neither lightened his toil nor increased his wealth.

A reference to infant mortality in labouring towns was backed with the tragic reflection: "Perhaps under present conditions it is better they should die than live, and like 'city children' soak and blacken soul and sense in city slums."

Then followed a mass of evidence as to these conditions, which ought to be as revolting as were the accounts of the German atrocities; but somehow our people are deaf to them. Familiarity has bred contempt.

The lecturer quoted Sir Auckland Geddes as saying: "I do not wonder that there has not been a revolution years ago."

In 1908 more than one third of the entire income of the United Kingdom was enjoyed by about three per cent. of its population; and about half of it by about 12 per cent.

[The present system was left over from the old time when might was right and robbery was legal. We have abolished might in favour of right, but have not restored the stolen goods. In other words, we have given verdict for the plaintiff, but allowed the defendant to stick to the loot.]

Land should not be private property. It enabled the land-owner to grab too much of the wealth produced. This is divided into two shares, one called Rent, the other Wages. There was no question of abolishing Rent, which was an inevitable method of measuring differences in quality of land; but the division of wealth into rent and wages must be adjusted.

[See "Six Centuries of work and wages," by Professor Thorold Rogers, one of the books quoted by the lecturer.]

When the Lusitania was running under full steam she consumed 70 tons of coal per hour or 1,680 tons per day. On the round trip from Liverpool to New York and back she consumed 16,800 tons of coal. The royalty paid on some Welsh steam coal amounts to 3d. per ton. At 1s. per ton the royalty would be £840 for the round trip. The wages of 120 coal trimmers was £180, of 192 firemen £320, and of 21 greasers £33 10s. The total wages of 333 men was only £538 10s. against £840 royalty or rent paid to the land-owner.

Running through Tredgar Park, near Newport, Mon., is a mile of railway, whereon the owner of the Park has a right to levy toll upon coal, iron ore, and other minerals. The land on each side is only of agricultural value, but that park-mile brings to the owner an income of about £13,000 a year. The days of Dick Turpin are gone, but not of Turpin's procedure. Only the methods have changed: the effects remain the same.

At the end of the lecture, there was some discussion, by about half a dozen members of the audience, of whom seemed to be in full sympathy with the views of the lecturer.

HONGKONG RACES.

TRAINING NOTES.

The course this morning was very fast and in excellent condition, this together with the wind which was behind the ponies on the straight, being responsible for the fact that some of the times were five or six seconds better than on the previous day. For the Derby, Greymouth, Footlight and Wisdom are being most fancied at present. The only other Derby ponies receiving attention are Valley King and Alexander. Club and Spade are two good Subs and if they run together it is likely to be very close.

This morning's times are as follows:

DERBY PONIES.

Grouse. One mile and a quarter. 34.1; 1.43.3; 2.17; 2.50. Wisdom and Alexander. One mile and a quarter. 34.2; 1.44.1; 1.43; 2.17.2; Wisdom 2.49.1; Alexander behind.

American Chief. One mile. 33.4; 1.22; 1.43.3; 2.16.3. Pink Eye. One mile and a half. 42.2; 1.19.2; 1.57.2; 2.35; 3.8; 3.41. Dusky. One mile and a half. 41; 1.15.2; 1.49.3; 2.26.2; 3.04; 3.36.2. Claret. One mile and a quarter. 38.3; 1.15.1; 1.51.1; 2.27.3; 3.0.1. Sandy. One mile. 2.15.2. Last quarter. 30.1.

OLD PONIES.

Formosa Chief. One and a quarter miles. 34.2; 1.10; 1.43.2; 2.17; 2.49.

Night Hawk. One mile and a quarter. 40.2; 1.58; 2.32; 3.2.1. Burning Daylight. One mile and a quarter. 38.2; 1.14; 1.49; 2.23; 2.54.1.

Tytam Chief. One mile and a quarter. 38; 1.15; 1.51; 2.24.3; 2.58.

Dun Duke and Doubtful. One mile. 35.4; 1.22; 1.43.2; 2.17.4. Dun Duke finished first.

Essex Chief and Congo Chief. One mile. 35; 1.10; 1.44; 2.17.2. Essex Chief 2.19.1.

Black Jack. One mile and a half. 39; 1.13; 1.46.3; 2.22.3; 2.59.2; 3.32.

North Star. One mile. Last three quarters. 36; 1.13.3; 1.46.

SUBSCRIPTION PONIES.

Napoo and Bighy. Half a mile, last quarter. 30.1.

Grey Goose. One mile and a quarter. 40; 1.19.2; 1.58.3; 2.36.2; 3.7.2.

Club. One mile and a quarter. Inside. 41; 1.21.3; 2.13; 2.39; 3.13. Morning Star. One mile and a quarter. 38.2; 1.18; 1.57.2; 2.36.2; 3.9.1.

Spade. One mile. 35; 1.9.2; 1.45.3; 2.24.4.

Fairdoze and Variety. One mile. 39; 1.14.4; 1.50; Fairdoze—2.25. Variety 2.35.

Stiggins and Torbay. One quarter of a mile. 29.2.

DIOCESAN GIRLS SCHOOL.

PRIZE DISTRIBUTION.

The annual prize distribution to the pupils of the Diocesan Girls' School was held last evening. There were many parents and friends present. An "At Home" was held first this being used to say farewell to Mrs. Pope and Miss Branscombe who are going home and to welcome newcomers to the school's staff.

After the Report had been read and the Bishop of Victoria had congratulated the school, prizes were given to the following successful candidates:—

Class 1.—Ena Ho Tung, Irene Ho Tung, E. Connell, Edwina Rogers, Lolita da Rosa, Maria Kaeker, May Fincher, Robie Shea.

Class 2.—Mabel Gitiens, Enid Connell, Alda Remedios, Victoria Manning.

Class 3.—Lena Choo, Grace Lee, Winnie Tyson, Ellen Hunter, Firdos Rumbajan.

Class 4A.—Maggie Brockett, Audrey Robinson.

Class 4B.—Aurea Sousa, Minnie Doodha, Alice Lam, Agnes Lowcock, Bertha Remedios.

Class 5A.—Daisy Pong, Helen Ma, Beatrice Sum.

Class 5B.—Olivia Barretto, Gertrude Tyson, Betty Davidson, Irene Rapp, Helen Lam, Violet Chun.

Class 6.—Clotilde Barretto, Kitty Rapp, Jean H. Tung, Marj. Mason, Winnie Kendall.

Class 7.—Oscar Lam, Jean Brown, Maria Prata, Stella Lee, Irene McKay, Maria Boallio, Hilda Sousa, Reinaldo Remedios.

Class 8A.—Kath Grace, Norman McKay, Donald Davidson, Annie Crose, Grace H. Tung, Jessie Doyle, Marj. Aitken, Augusta Remedios.

Class 8B.—Eva Coyth, Angus McFie, Nora McFie, Sakina Morabhoj, Kerodes Rosa, Helen Smith, Emily Sousa, Iris Hunter, Audrey Dawson, Rose Porsonby, Eddie Wright, Carmen Bohlou, Trix Chan, Nancy Leung, Thalia Prata, Ada Chan, Nellie Lee.

Class 8C.—Bees McKay, Fred Pope, Luiz Xavier, Florence Lam, Mary Nicholls, Bessie MacKenzie, Zuleika Morabhoj, Norman McKay.

Class 9.—Daisy Pong, Helen Ma, Beatrice Sum.

Class 10.—Daisy Pong, Helen Ma, Beatrice Sum.

Class 11.—Daisy Pong, Helen Ma, Beatrice Sum.

Class 12.—Daisy Pong, Helen Ma, Beatrice Sum.

MINISTERING LEAGUE.

SALE OF WORK AND CONCERT.

The Hongkong Branch of the Ministering Children's League made a special effort yesterday, on behalf of the general funds of the League, this taking the shape of a Sale of Work and a concert, both held in the Theatre Royal. The stalls at the sale were arranged on the promenade at the back of the theatre auditorium, and were in charge of the following ladies:—

Work Stall:—Mrs. Middleton, Warren, Mrs. Harston, Mrs. Holway, Miss Hazeland and Miss Wallace.

Sweet Stall:—Mrs. Eustace, Mrs. Diss, the Misses Hazeland and Miss Weill.

The Tea Room:—Mrs. Franklin, Mrs. Hanley, Mrs. Coleman, Mrs. Nicholl, Mrs. Paine and Mrs. Weill.

The Theatre Royal had been beautifully decorated with flags and ferns, and the stalls were piled high with goods for sale, most of which were articles made during the past months by local ladies who are members of the League. Great credit is due to Mrs. Middleton Warren for the work she has done in organising the Sale. The concert which was held at 5 p.m. was a great success and was under the distinguished patronage of H.E. the Officer Administering the Government, H.E. Major-General Ventris, Sir William and Lady Ruse-Davies, Commodore and Mrs. Gurner.

The following is the splendid programme submitted and its excellence can be all the more appreciated when it is remembered that the artists were nearly all children. The theatre was packed in every part, 80 per cent. being children.

PROGRAMME.

ORCHESTRAL SELECTION.

Fan Dance:—Dorothy Avenall and Irene Nolan.

Spanish Dance:—C. and I. Smith, S. Weill, A. Rose, W. Lawson, I. Thornhill, Soloists, Beatrice Pennelapher.

Sand Pig: The Misses Young, Pierrots and Pierrettes:—E. Blackburn, B. Eustace, D. Avenall, E. Rose.

Soloist, Joan Arnold.

Trio—"The Drummer Boy" The Misses and Master Thornhill.

Serpentine Dance:—Vivienne Young.

Folk Song:—Children of the Victoria School.

French Dance:—Marie Nolan and Joyce Thornhill.

Song: Gladys Brook.

Flower Ballet:—The Misses J. Harris Walker, L. Thornhill, V. and R. Young, A. and E. Rose, C. and T. Smith, E. and V. Blackburn, L. and E. Rocha, S. Weill, M. and L. Nolan, J. Crispin, D. and D. Cropley, E. Mead, M. Bryson, B. Eustace, J. Arnold, D. Avenall, Francis Hanley, Gussie Young, W. Lawson, V. Stanley, P. Goodall.

Butterfly, Joyce Thornhill.

Dresses designed and made by Mesdames Blackburn, Thornhill and Young.

Dances arranged by Mrs. Harris Walker.

Sketch:—"The Lady Typist." Scene.—Robt. Gaynor's den at his private house.

Time.—A winter's afternoon. Arranged by Mrs. Bridger. Produced by Mrs. Thornton.

DRAMATIS PERSONAE.

Robt. Gaynor, an author.

Mrs. A. E. Crapnell.

Mrs. Mackintosh.

Mrs. R. L. Bridger.

It would not be justifiable to single out one child above another. They were all good and were a credit to Mrs. Harris Walker who has put in many hours in training the children.

In some ways the programme was "an eye-opener" in the amount of local talent it revealed among the children of the Colony. It is hoped that our local concert promoters will note this. In the exhibition of too dancing given last night by Miss Joan Arnold the audience was given an exhibition which it would be difficult for any child of similar age to beat. This report would not be complete without a reference to the work of Mr. Paine, to whose untiring energy the success of the under-taking is so largely due.

BEWARE OF COLDS.

CHILDREN are much more likely to contract the contagious diseases when they have colds. Whooping cough, diphtheria, scarlet fever and consumption are diseases that are often contracted when the child has a cold. That is why all medical authorities say beware of colds. For the quick cure of colds you will find nothing better than Chamberlain's Cough Remedy. It can always be depended upon and is pleasant and safe to take. For sale by All Chemists and Storekeepers.

DON'T RISK PNEUMONIA.

GET rid of every cold as quickly as possible. It is the forerunner of all pulmonary trouble, and pneumonia may develop in a few hours. Tave Chamberlain's Cough Remedy. It is a simple, safe, and sure remedy for colds, whooping cough, and all other respiratory troubles. For sale by All Chemists and Storekeepers.

CAPT. A. E. HODGINS.

RETIREMENT AFTER 34 YEARS' WORK.

The China Coast Ports, Swatow, Amoy, and Foochow will miss the presence of Captain A. E. Hodgins of the Douglas Steamship Co., who has retired from the sea and left today for home via Australia by the s.s. "Kamukura Maru." Captain Hodgins has been in the Far East for the past 34 years, and is well-known all over the coast. At the time of his retirement he was Captain of the s.s. "Haitan." All his years in the East he has spent in the service of the Douglas Co., and for the past 24 years has been captain of their different steamers. His years in the East have been full of interest and he has witnessed a growth of the China Coast Ports. In the early days he was sailing on the Douglas boats to Formosa at a time when the Douglas Co. was building up the British trade in that island, and he continued on this run until the Japanese took possession of the island which event saw the rapid decline of British shipping so far as Formosa was concerned. The wreck of the P. & O. liner "Bohara" will be remembered by the older residents in the Colony. This ill-fated vessel was on its way from the north and included among many well-known residents on board who perished in the disaster was the Hongkong Cricket Team returning from Shanghai. The "Bohara" it will be remembered was lost in a typhoon in the Gulf of Pechili, on October 10, 1902. It was Captain Hodgins, then in command of the Douglas steamer "Thales," who picked up at sea the few survivors from the "Bohara" in the vicinity of the Pechili. For this among other things he was presented with a gold watch, suitably inscribed, by the people of Hongkong, which he proudly carries to this day. He had experienced at the time of the Russo-Japanese War, being at that time sailing between Shanghai and Tientsin. As a captain he was regarded as a man with a full knowledge of his job, ever cautious and never inclined to run needless risks. To this is probably due in a great measure that his years at sea have never been marred by any serious accident. To those who know the China Sea with all its needs this means much. Captain Hodgins is a man who read widely and deeply. He had a good knowledge of Chinese affairs and always took a kindly interest in educational work amongst Chinese boys in the various Coast Ports he visited. He was a very keen horticulturist and some years ago he discovered in Fukien Province a hitherto unknown foliage tree; this was sent to Kew and was named after its finder—Hodginsii. Specimens of this tree are to be found in the Hongkong Botanical Gardens. Many of the gardens in Swatow, Amoy and Foochow owe their present day beauty to the work of Capt. Hodgins. By the missionarism he will be missed as in them and their work he ever took a deep and practical interest, and it was not uncommon to hear him referred to as "The Missionaries' Captain."

BILLIARDS.

THE GARRISON TOURNAMENT.

STAFF AND DEPTS. V. MANCHESTERS.

The final for this competition was resumed at the Soldiers' Club last night. The Staff and Departments held the big lead of 147. Last night, however, the Manchesters turned the tables on their opponents to some extent, winning all three games and reducing the lead against them to 64. With the exception of a 36, a lucky break, scored by Bird in his game against Lyth, there were no breaks of note. It was this break that settled the game between Lyth and Bird as up till then Lyth was equally likely to win the game.

Manchesters.

Sgt. Hall	144
Drummer Hooper	109
Lt.-Col. Harvey	200
Lieut. Burrell	200
Sgt. Bird	200

853

Staff and Depts.

Sgt. Sherratt	200
S.Q.M.S. Sherriff	200
Capt. Lammert	170
Sgt. Stone	184
Staff Sgt. Lyth	163

917

The final games to-night should be very interesting, as although the Manchesters are 64 in arrears, they still have their crack player, Co., Sgt. Major Goodman, and Capt. Goode to play for them. The Staff and Departments will be represented by Sergt. Major Sainsbury and Staff Sgt. Gibbons, or Sergt. Pearce.

A FORTY YEARS' TEST.

CAMBERLAIN'S Ointment Remedy has been curing coughs and colds for the past forty years and has gained in popularity every year. What better recommendation is required? For sale by all Chemists and Storekeepers.

CHILDREN'S MINISTERING LEAGUE.

Here is the programme to be given on Saturday night:—

- PROGRAMME.
Orchestral Selection.
I.—Fan Dance.
II.—Spanish.
III.—Pierrots and Pierrettes.
IV.—French Dance.
V.—Serpentine Dance.
VI.—Flower Ballet.
VII.—Flacolor Solo.
(a) "Bande Heroique" Leechetzk.
(b) "Rhapsody in G." Dohnanyi.
Prof. E. Danenberg.
VIII.—Song—"A Perfect Day" Jacob Currie Bond.
Miss A. Gordon.
Violin obligato, Miss F. Gordon.
IX.—Violin Solo—"Tre Polonaise Brillant" I. Wieniawski.
Mrs. Baleam.
X.—Song—"Il Bacio" Ardit.
Mrs. Marley.
XI.—Song—"a" Prologue I. Pagnol.
(b) "Elegie" Massenet.
E. G. Anderson.
XII.—Humorous Duologue Mrs. Thornton & Sgt. Canavan.
Accompanied, Geo. Grimbie.
INTERVAL 5 MINUTES.
Scene—"The Lady Typist."
Scene—"Robt. Haynes's den at his private house."
Time—"A winter's afternoon."
Arranged by Mrs. Badger.
Produced by Mrs. Thornton.

THE SUNDAY PAPERS.

Commenting on "the sale into bondage of the 'Daily Chronicle,'" the Editor of the "Challenge" says "a far more serious problem is raised when we come to examine the status and influence of our Sunday newspapers. Too few amongst our own readers realise that the vast and overwhelming majority of their fellow-countrymen have leisure to study no daily newspaper at all. But the Day of Rest usually begins with an hour or so in bed with a Sunday newspaper with special articles designed to colour opinion, to arouse the worst passions, to prejudice the outlook, to darken vision. Can any of our readers recommend a secular Sunday newspaper which combines clarity of comment with unbiased judgment? Yet more would we ask—is there anyone amongst our readers who would be prepared to risk his faith in democracy by establishing a Sunday newspaper on such lines as would appeal to the best in man rather than to the worst? Surely here is a task worthy of the steel of Labour to carve a place amid the medley of sycophants and vested political interests who control seven-eighths of our Sunday Press, and to present the highest form of journalism to the English people at the time when they have leisure to grasp and to appreciate it."

JONG-LANDOR RUBBER.

The tenth ordinary general meeting of the Jong-Landor Rubber Estates, Limited, was held on December 11, in London, Major R. K. Major (chairman of the company) presiding.

The Chairman said:—The forced reduction in crop and lower prices realised for our produce are reflected in the accounts, which show a profit on the year's trading of £21,975 15s. 1d., or less than half the profit of the previous year, although, after deduction of excess-profits duty, the available surplus compares more favourably, being some £8,000 less. The balance available in profit and loss account, after paying two interim dividends of 5 per cent, each, is £20,951 9s. 10d., and, after transferring £4,000 to reserves, which, I think you will agree, is prudent, in view of the uncertainty of conditions during the period of transition from war to peace, your directors recommend a final distribution of 5 per cent, making 15 per cent. for the year, and to carry forward a balance of £13,101 9s. 10d., subject to liability for excess-profits duty, estimated at about £8,000. It must be remembered that our liability for income tax, which, as you know, is assessed on a three years' average, will amount to a very large sum for the next two years, quite irrespective of profits earned during that period, and this must be considered when dealing with the past year's profits.

U. S. SHIPPING DODGE.

Edwin A. Hurley, chairman of the United States Shipping Board, has announced that the Board had decided to create a permanent world organization for the purpose of handling the government trade fleet with the greatest effectiveness. He said: "We will open immediately offices in London, Paris and Rome. From centres we will direct twelve other offices, such as Shanghai, Yokohama, Bombay, Genoa, Buenos Aires, Rio de Janeiro, Valparaiso, Rotterdam and Antwerp."

Mr. Hurley explained that the main purpose of this organization would be to route the vessels most advantageously, providing quick turn-arounds.

DEADLY SHOPS.

A \$250 fine was imposed by Mr. R. E. Lindsell on a Japanese, the owner of a shop at 188 Queen's Road Central for having in his shop 30 bottles of poisons many of them deadly ones. It was explained that the shop was at one time opened for the sale of Japanese medicines, and gradually the poisons were introduced into its line of business until a regular dispensary was set up. Another Japanese was fined \$500 for a similar offence. Hewastheowner of a Japanese dispensary at 115, Queen's Road East. One hundred and ten bottles and four tins containing various kinds of poisons were seized by Inspector Terret, who told the magistrate that there were more poisons in that shop than in Watson's. An order was given by the magistrate for the confiscation of the stuff.

ST ANDREW'S WAR BOND DRAWING.

The numbers of tickets taken will be on exhibition from 3.30 to-morrow afternoon at the City Hall from which hour the City Hall will be open to the public for the purpose of examining their numbers. At 4 p.m. the operation of transferring the numbers to the mixing receptacle will commence and at 5.30 p.m. the drawing will take place.

THE CENSORSHIP.

We regret for more reasons than one, that our statement yesterday that the Military Censorship had been lifted was not true. It was published through a misunderstanding.

TO-DAY'S ADVERTISEMENT.

NOTICE

DURING temporary absence of our Mr. S. W. FUJITA, from the Colony, Mr. F. OTSUBO will SIGN on behalf of our Firm.
FUKUKAWA & CO., LTD.
Hongkong, Feb. 20, 1919.

TO-DAY'S NEW ADVERTISEMENTS.

St. Andrew's Society War Bond Drawing.

To be drawn in the City Hall, on Friday, February 21, 1919, at 5.30 p.m.

STATEMENT.

Tickets sold, 28,700 at \$5.00 each	\$143,500.00
Donated to War Charities 50%	\$71,750.00
Expenses	4,750.00
Prizes (55) as per list	67,000.00
	\$143,500.00 \$143,500.00

Prizes to be drawn.

Prize No.	Value of Prize.	Prize No.	Value of Prize.
1.	\$17,610	29.	\$210
2.	7,050	30.	210
3.	7,050	31.	210
4.	7,050	32.	210
5.	7,050	33.	210
6.	3,525	34.	210
7.	700	35.	140
8.	700	36.	140
9.	700	37.	140
10.	700	38.	140
11.	350	39.	140
12.	350	40.	140
13.	350	41.	140
14.	350	42.	140
15.	350	43.	140
16.	350	44.	140
17.	280	45.	140
18.	280	46.	70
19.	280	47.	70
20.	280	48.	70
21.	280	49.	50
22.	280	50.	50
23.	280	51.	50
24.	280	52.	50
25.	210	53.	50
26.	210	54.	50
27.	210	55.	50
28.	210	56.	50
Total.....		\$ 67,000	

A little bit of George Walsh;
A little bit of W. S. Hart;
A little bit of William Farnum;
But possessing a delightful personality of his own withal—

This is DOUGLAS FAIRBANKS,
Known as "Doug" from one end to the other of the States and of England too.

A very "broth of a boy".
We are showing him to-night in

"REGGIE MIXES IN",
and, believe me, there is *Some Mixing* before Reggie has had enough of it. With him, you will be glad to learn, is dear little Bessie Love who won your heart—if you still had a heart to lose—in "A Sister of Six".

CORONET THEATRE.

TO-DAY'S ADVERTISEMENTS.

RACE HOLIDAYS.

THE EXCHANGE BANKS will be CLOSED for the transaction of EXCHANGE BUSINESS on MONDAY, TUESDAY, and WEDNESDAY, the 24th, 25th and 26th instant at 11.45 a.m.
Hongkong, February 20, 1919.

PUBLIC AUCTION.

Particulars and Conditions of Sale of VALUABLE LEASEHOLD PROPERTY situated at Victoria, Hongkong and known as 38 Tung Man Street To be sold by order of the Mortgagee

PUBLIC AUCTION.

on THURSDAY, March 6, 1919, at 3 p.m.
By Mr. GEO. P. LAMMERT, Auctioneer.

At his Sales Rooms in Duddell Street, Victoria, Hongkong.

Particulars of the above mentioned property.

All that piece or parcel of ground situate at Victoria, Hongkong, and registered in the Land Office as Section C. of T. L. 1933 with the buildings thereon known as No. 38 Tung Man Street.

The property is held for the residue of the term of 999 years from the 26th day of June 1843 created therein by the Crown Lease of Island Lot No. 1933.

The area of the said piece or parcel of ground is 376 square feet or thereabouts and the proportion of the Crown Rent payable in respect thereof is \$7.90 per annum.

For further particulars of the property and Conditions of Sale apply to Mr. E. L. AGASSIZ, Solicitor for the Vendor, 24, Queen's Road Central, Hongkong.

or to Mr. GEO. P. LAMMERT, Auctioneer, Duddell Street, Hongkong, Hongkong, February 20, 1919.

TO-DAY'S ADVERTISEMENTS.

ST. GEORGE'S SOCIETY OF HONGKONG.

THE following Telegram has just been received from the Mayor of Dover:—

"President St. George's Society, Hongkong.
Erecting memorial commemorating glorious work Admiral Sir Roger Kyes and Dover Patrol. May I add Hongkong Society to list of subscribers!"
FALRY, Mayor Dover.

Britons who may wish to participate are invited to send in their subscriptions to the Hon. Treasurer of the Society—Mr. P. S. CASSIDY, care of the Hongkong and Shanghai Banking Corporation—as soon as possible. List will be closed on 28th instant and an acknowledgment sent to Subscribers in due course.
F. A. WELLS, Hon. Secretary.
Hongkong, Feb. 20, 1919.

HONGKONG JOCKEY CLUB.

RACE MEETING, 1919.

Monday, Tuesday, Wednesday and Saturday (Off-Day), February 24, 25, 26 and March 1.

TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KATZ and WATSON, Limited, or at the Gate. Price \$10 for the Meeting (excluding the Off-Day, \$3).

No one admitted without a Ticket, to be shown to the Ticket Inspector at the Gate.
T. F. HOUGH, Clerk of the Course.
Hongkong, Feb. 20, 1919.

HONGKONG JOCKEY CLUB.

PASSES for Servants will be issued on application to the Undersecretary on SATURDAY, the 22nd February.

No Servants will be allowed inside the ENCLOSURE of the Race Course during the Race Days WITHOUT TICKETS, which can be had on application to the Undersecretary. These Tickets are only available for Servants while in attendance on their employers or when on duty at the various stands at the Gate. Any Chinese found loitering about with Servants' passes in their possession will forfeit them and the holders thereof will be removed from the Enclosure.
T. F. HOUGH, Clerk of the Course.
Hongkong, Feb. 20, 1919.

PUBLIC AUCTIONS.

THE Undersecretary has received instructions to sell by Public Auction, on

SATURDAY, February 22, 1919.

commencing at 11 a.m. at the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

1761 Mild Steel Sheets 1' x 3' x 6', 167 Coils Galvanized Iron Wire.

On view from Friday, 21st inst.

Terms:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.

Hongkong, Feb. 20, 1919.

THURSDAY, February 27, 1919.

commencing at 11 a.m. at his Sales Rooms, Duddell Street, (for account of the concerned)

329 cwt. Pan Head Rivets, 4" x 1 1/2" to 3"

620 cwt. Pan Head Rivets, 4" x 1 1/2" to 3"

590 cwt. Pan Head Rivets, 4" x 1 1/2" to 3"

4 1/2 tons Round Mild Steel Bars, 3/16" x 16' 20"

5 tons Round Mild Steel Bars, 5/16" x 16' 20"

Terms:—Cash on delivery.

GEO. P. LAMMERT, Auctioneer.
Hongkong, Feb. 20, 1919.

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

S.S. "COLUMBIA"

FROM SAN FRANCISCO,

HONOLULU, JAPAN PORTS AND SHANGHAI.

THE above-mentioned vessel having arrived from the above-mentioned ports Consignees of Cargo are hereby informed that their Cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on February 24, 1919, at 10 a.m.

Claims must be presented within a month of the steamer's arrival here, after which they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after February 26, 1919, will be subject to rent. No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.
J. ORAM SHEPPARD, Acting Agent,
Hongkong, Feb. 20, 1919.

NOTICES.

For The Races

ZAIR'S STICKS CANES AND JOCKEY WHIPS.

DENTS GLOVES

FOR LADIES AND GENTLEMEN.

Lane, Crawford & Co.

TELEPHONE 1741.

FORTUNATE

ARE THE HOMES HAVING A

COLUMBIA GRAFONOLA

FOR ITS GIFT OF BEAUTIFUL MUSIC BRINGS A NEW AND DIFFERENT PLEASURE TO EVERY MEMBER OF THE FAMILY.

SOLE DISTRIBUTORS:

THE ANDERSON MUSIC COY., LTD.
TEL. 1322. 16, DES VEXES ROAD CENTRAL.

Pyrene
FIRE EXTINGUISHER.
EASILY OPERATED.
FOR PRICES AND PARTICULARS APPLY TO—
MUSTARD & CO.,
4, DES VEXES ROAD CENTRAL. TELEPHONE 1126.
AGENTS in FOOCHEW, AMOY, SWATOW and CANTON:
BRITISH AMERICAN TOBACCO CO.

COLONIAL DISPENSARY.

FANCY PERFUMES,
EAU DE COLOGNE,
TOILET SOAPS,
MANICURE SETS.

SUITABLE FOR PRESENTS.

COLONIAL DISPENSARY.

14, Queen's Road, Central. Telephone No. 1877.

Bols'
FAMOUS GIN
JUST ARRIVED
GANDE, PRICE & CO., LTD.,
WINE MERCHANTS,
QUEEN'S ROAD, CENTRAL. Tel. No. 125.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT.
JAPAN, CHINA STRAITS, BURMA, COLOMBO, INDIA Etc.
TO
MARSEILLES & LONDON.
Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"KORU"	23rd February	30th March	6th April
"SOYARA"	12th March	17th April	24th May
"NELLO"	9th April	18th May	24th May

SINGAPORE, COLOMBO AND BOMBAY.

S.S.	Leave Hongkong about	Due Bombay about
"KORU"	11th February	9th March

SHANGHAI, MOJI, KOBE Etc.

Wherever on all steamers.
For PASSENGER RATES, HAND-BOOKS, FREIGHTS, &c. apply to—
P. & O. S. N. Co. Office, E. V. D. PARR, Superintendent.

OCEAN TRANSPORT CO., LTD.
(TAIYO KAIUN KAISHA).

FOR VANCOUVER AND SEATTLE.

S.S. "HOLTON CASTLE" for NEW YORK sailing about beginning of March.
For Space and Particulars apply to DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS.

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS
with transshipment at CALCUTTA. In conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND APCAR LINE
Sailings from Hongkong.

For freight & further particulars apply to DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

For JAVA.
KIOJUN MARU due on or about 3rd Mar.
For JAPAN.
BORNEO MARU due on or about 10th Mar.
For Freight or Passage apply to DODWELL & CO., LTD., Agents.



O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON Monthly direct service via Singapore and Port Said.
CELEBES MARU Sunday, 24th March.
GENOA Monthly service, taking cargo on through Bills of Lading with transshipment at Hongkong to Company's steamers.
MARSEILLES Monthly direct service via Singapore and Port Said.
SANTOS, RIO DE JANEIRO, SANTOS, MAURITIUS,
DURBAN & CAPE TOWN via SINGAPORE.
HIMALAYA MARU End of March.
GENOA, BOMBAY & COLOMBO Regular fortnightly service via Singapore.
BURMA MARU Thursday, 27th February.
BATAVIA, SAMARANG, SOERABAYA Monthly direct service.
SYDNEY, MELBOURNE Monthly service calling at AUCKLAND, N.Z., and ADELAIDE.
PEKING MARU Middle of March.
VICTORIA, VANCOUVER, SEATTLE, TACOMA
Regular fortnightly service, calling at intermediate ports in Japan and
taking cargo on through Bills of Lading to U.S. in connection with Chicago,
Milwaukee and St. Paul Railway.
AFRICA MARU Tuesday, 25th Feb., at 3 p.m.
MEXICO MARU Monday, 17th Mar., at 3 p.m.
SAIPHONG Regular service, twice a month.
TAITOU MARU Tuesday, 25th February.

JAPAN PORTS.
SEELUNG, TAKAO VIA SWATOW, AMOY
These steamers have excellent accommodation for 1st and 2nd class Saloon
Passengers and will arrive and depart from the 2005 YIP WHARF,
near the Harbour Office.
For TAKAO via SWATOW and AMOY.
SOGHU MARU Thursday, 27th Feb., at 9 a.m.
For SEELUNG via SWATOW and AMOY.
KAWO MARU Sunday, 23rd Feb., at 10 a.m.
For sailing date and further particulars please apply to—
K. YAMASAKI, Manager,
No. 1, Queen's Building,
Tel. No. 744 & 745.

SINGAPORE RUBBER
SHARE MARKET.MESSRS. FRASER AND CO.'S
QUOTATIONS.

Specimen	Jan. 17th.	Jan. 18th.	Jan. 19th.
Alor Gajah (S1)	2.50	2.75	2.50
Amul Malay (S1)	2.25	2.50	2.25
Ayer Hutan (S1)	13.00	14.00	13.00
Ayer Kuning (S1)	1.25	1.45	1.25
Ayer Mohd (S1)	2.60	2.75	2.60
Ayer Panas (S1)	10.75	11.25	10.75
Batu Gajah (S1)	5.50	5.25	5.50
Batu Gajah (S2)	25	1.05	25
Batu Gajah (S3)	14.00	15.50	14.00
Batu Gajah (S4)	1.10	1.25pm	1.10
Batu Gajah (S5)	0.65	0.75	0.65
Batu Gajah (S6)	1.01	1.15	1.01
Batu Gajah (S7)	2.65	2.75	2.65
Batu Gajah (S8)	0.70	0.85	0.70
Batu Gajah (S9)	11.00	11.00	11.00
Batu Gajah (S10)	8.00	8.50	8.00
Batu Gajah (S11)	1.45	2.00	1.45
Batu Gajah (S12)	7.00	0.25	7.00
Batu Gajah (S13)	7.15	1.15pm	7.15
Batu Gajah (S14)	1.35	1.50	1.35
Batu Gajah (S15)	1.75	1.95	1.75
Batu Gajah (S16)	4.35	4.75	4.35
Batu Gajah (S17)	2.45	2.75	2.45
Batu Gajah (S18)	7.00	7.00	7.00
Batu Gajah (S19)	1.10	1.30	1.10
Batu Gajah (S20)	1.00	1.00	1.00
Batu Gajah (S21)	0.80	0.80	0.80
Batu Gajah (S22)	1.20	1.40	1.20
Batu Gajah (S23)	2.05	2.25	2.05

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO
SHANGHAI & TIENTSIN	HONGKONG	Feb. 21, at 10 a.m.
SHANGHAI	YINCHOW	Feb. 22, at 3 p.m.
HONGKONG	KWANGSI	Feb. 23, at 10 a.m.
SHANGHAI	SINKING	Feb. 25, at Noon.
SHANGHAI	SINKING	Feb. 27, at Noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent
Saloon accommodation. Amidships. Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong and Shanghai.
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at
Wooching.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
Telephone No. 35.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO
HAIPHONG via HOIHOW	FRIDAY	Feb. 21, at 8 a.m.
MANILA	FRIDAY	Feb. 21, at 3 p.m.
SHANGHAI	CHONGSHING	SATURDAY, Feb. 22, Daylight.
TIENTSIN	CHONGSHING	SUNDAY, Feb. 23, Daylight.
SHANGHAI	YUNHANG	SUNDAY, Feb. 23, Daylight.
SHANGHAI	WOSANG	THURSDAY, Feb. 27, Daylight.
SHANGHAI	WOSANG	FRIDAY, Feb. 28, at 3 p.m.
SHANGHAI	YUNHANG	SATURDAY, Mar. 1, at 3 p.m.

CALCUTTA LINE—This line is temporarily discontinued owing to the war, but at present a
monthly service is maintained with Calcutta by the s.s. "Kwaling" and "Yin" sailing at
Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted
with Electric Light and Fans, and carries a fully qualified Surgeon.
SINGAPORE LINE—The s.s. "Yan Wai" leaves for Singapore approximately every
fortnight. This vessel has excellent accommodation for first class passengers and is fitted
throughout with Electric Light and Fans, and carries a fully qualified Surgeon.
SHANGHAI LINE—This line is temporarily discontinued owing to the war, but at present a
monthly service is maintained with Calcutta by the s.s. "Kwaling" and "Yin" sailing at
Singapore and Penang. The former vessel has excellent passenger accommodation, is fitted
with Electric Light and Fans, and carries a fully qualified Surgeon.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger
accommodation, sailings from both ports every Friday.
HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at
Haiphong when convenient.
BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having
up-to-date accommodation for passengers.
Cargo taken on through Bills of Lading for Kuala Lumpur, Labuan, Tawau and
Lahad Datt.

TIENTSIN LINE—A regular service is run from March to October between Hongkong and
Tientsin, calling at Weihaiwei and Chiao-chow.
Under special Government Passenger Regulations. All European Passengers, leaving the Colony
for Straits Settlements, are required to produce on arrival at destination passports with their
Photographs and descriptions affixed thereto.
For Freight or Passage, apply to—
The General Managers
JARDINE, MATHESON & Co., Ltd.,
Tel. No. 315.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and
are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or Passage, apply to
DAVID SASSOON & CO., LTD., Agents.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.
TRANS-PACIFIC FREIGHT SERVICE.

REGULAR SAILINGS
BETWEEN
CHINA, MANILA, SINGAPORE, JAPAN
and SEATTLE.

FOR FREIGHT AND PARTICULARS
APPLY TO:

THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2333. No. 12, Ice House Street.

TOYO KISEN KAISHA
SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.	Tons	Leave Hongkong.
KOREA MARU	20,000	28th Feb. from Yokohama.
SHINYO MARU	22,000	5th March.
PERIA MARU	9,000	27th March.
KOREA MARU	20,000	22nd April from Yokohama.
NIFFON MARU	11,000	29th April from Yokohama.
TENYO MARU	22,000	3rd May.
SIBERIA MARU	20,000	22nd May from Yokohama.

SOUTH AMERICAN LINE.
HONGKONG to VALPARAISO via JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, BALBOA, COLON,
CALLAO, ARIJA, and LIQUEU.
Thence by Trans-Andean Route to Buenos Aires.
Steamers
ANYO MARU 18,500 Leave Hongkong:
SEIYO MARU 17,500 Mar. 21st.
KIYO MARU 17,500 May 2nd.
KIYO MARU 17,500 July 15th.

These are interchangeable with the Canadian Pacific Ocean Services, Ltd.
and the Pacific Mail Steamship Co.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to—
T. DAIGO, MANAGER,
KIN'S BUILDING,
Telephone Nos. 2374 and 2375.

SHIPPING

CANADIAN PACIFIC
OCEAN SERVICES LIMITEDPACIFIC SERVICE
SAILINGS FROM HONGKONG TO VANCOUVER

STEAMERS	FROM HONGKONG	ARRIVE VANCOUVER
Empress of Russia	13th Mar.	31st March.
Empress of Japan	12th Mar.	2nd April.
Empress of Asia	27th Mar.	14th April.
Monteagle	5th April.	29th April.
Empress of Russia	24th April.	12th May.
Empress of Japan	7th May.	28th May.
Empress of Asia	22nd May.	9th June.
Monteagle	10th June.	4th July.
Empress of Russia	19th June.	7th July.
Empress of Japan	2nd July.	23rd July.
Empress of Asia	17th July.	4th Aug.
Empress of Russia	14th Aug.	1st Sept.
Monteagle	20th Aug.	13th Sept.

For particular regulations, passage fares, etc.,
and reservation of accommodation, also
literature of trip and descriptive literature,
apply to—
P. D. SUTHERLAND
General Agent, Passenger Department.
For freight rates and through bills of lading,
via Vancouver, in connection with Canadian
Pacific Railway to all Western Ports in Canada
and United States, also to Europe and West
India, apply to—
J. H. WALLACE,
General Agent.

HONGKONG.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good
accommodation for First Class Passengers. Electric Light and Fans in State-rooms
and Saloons. "Excellent Cuisine."

SWATOW, AMOY & FOCHOW

AND RETURN.

(Comprising 9 to 10 Days)
HAIHONG Capt. J. W. Evans TUESDAY, 25th Feb. at 1 p.m.
HAIKUN Capt. A. H. Stewart FRIDAY, 28th Feb. at 1 p.m.

SWATOW & AMOY.

Arrivals and Departures from the Company's Wharf (near Blake Pier).
For FREIGHT and PASSAGE apply to—
DOUGLAS LAFRAIK & CO.,
General Managers.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (16,000 tons, American Registry). "CHINA" (10,200 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU

"NANKING" March 27th, 1919.
"CHINA" April 24th, 1919.

AN UNSURPASSED HIGH CLASS
PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Ice House Street.
Tel. 1834.

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

THE Steamship

"BLOEMFONTEIN"

will be despatched for—

NEW YORK via Panama Canal

about the 25th February.

For Freight and Further Particulars, apply to

THE BANK LINE, LIMITED,

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS en route and affording the Quickest Freight
Transport from the ORIENT to SOUTH AFRICA.

From Hongkong: Connecting with From Colombo:

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA,
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE
TOWN, calling at MAURITIUS en route and affording the Quickest Freight
Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, rates of freight, apply to—
THE BANK LINE, LIMITED
MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE
REQUESTED TO APPROACH THE UNDERSIGNED.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.

THE BANK LINE, LTD.

General Agents.

Or to ELLERMAN & CO., Canton.

SHIPPING

GREECE IN WANT OF JAPANESE
TONNAGE.

It was some time ago that Greece
approached the N.Y.K. to start a
service between North Africa and
Greece. The N.Y.K., however, de-
clined the Greek overture owing to
difficulty in scheduling the required
tonnage. The N.Y.K. was recently
approached with a similar request
from another Greek source asking it
to undertake the transportation of
brimstone. The Company, however,
is said to have declined the proposal
on the plea that it has no available
tonnage for Greek waters.

LOWEST RECORD FOR OCEAN-
GOING CHARTERAGE.

The N.Y.K. has contracted to
charter the newly-built steamer
"Shinzu Maru," 4,800 tons, from
the Kishimoto Kisen Kaisha at the
rate of 118 per ton d.w., which is the
lowest on record after the outbreak
of the great war. The steamer was
to work a return trip to Bombay
after delivery.

The recent conclusion of a few
charter parties for larger-sized ves-
sels at 117 was no small surprise to
the shipping circle, although gen-
eral indications pointed to a sharp de-
pression. The above stated charter-
age of 118 has proved a shock.

CHARTER REPORT.

The O.S.K. seems to have con-
tracted to charter a new steamer of
9,000 tons from the Kawasaki Dock-
yard Co. The charterage is pre-
sumed to have been agreed upon at
117. The new steamer is to run a
return trip to North America after
delivery. A little before the conclu-
sion of the charter party above-
stated, another charter, contract for
a steamer of a similar type was con-
cluded between the Kawasaki Dock-
yard and the Taiyo Kisen Kaisha at
117. The rate of 117 for larger-
sized vessels is regarded as a stan-
dard, for the time being, but it is
feared it will be further pressed down.

CHINWANGTAO QUITE
ACCESSIBLE.

The Kaitan Mining Administration
has telegraphed a few useful hints
for ships intending to enter Chin-
wangtao in winter to Messrs. Cor-
nabe, Eckford & Co., which com-
munication was transmitted to the
Marine Office, Dairen. The telegram
reads as follows:—
All shipping from Dairen and Port
Arthur, intending to enter Chin-
wangtao are advised to keep northward
and eastward of the usual course
when with a north-easterly wind, and
should keep a southerly course, when
with a westerly or southerly wind.
By following these directions they
can reach Chinwangtao without any
trouble.
The above falsifies all reports
about the port of Chinwangtao being
inaccessible to shipping owing to the
ice.

SALES OF JAPANESE STEAMERS
TO FOREIGNERS.

The general depression which has
settled over the Japan shipping mar-
ket threatens to wax acute, and all
indications are pessimistic. Usually
the shipping market becomes lively
after March owing to a brisk move-
ment of cargoes which sometimes
more than fully taxes the available
tonnage. Judging from the present
signs, however, the customary brisk-
ness after Spring is unlikely to come,
and the shipping market will remain
glutted with surplus, hold space.
In order to relieve the serious stag-
nancy on the market, it has been
earnestly desired, in some quarters,
to get the existing Shipping Restriction
Act moderated, so as to enable
the shipowners to sell their steamers
to foreigners, if so minded. This
point seems to have caught the at-
tention of the Government authori-
ties who are said to be prepared to
relax the ban on ships' sales to some
extent.

SUPPLY OF BUNKER AT BOMBAY.

It was last October that the Indian
Government suspended the supply of
bunker for foreign steamers at Bom-
bay for the reason that, owing to the
brisk transportation of war stores, the
Indian railways could ill afford to
spare carrying capacity for the con-
veyance of coal from the Bengal
District. Some time ago, it was
reported that the railways had been
enabled to set apart a good deal of
their carrying power for the trans-
portation of coal and, in con-
sequence, the authorities had an-
nounced the resumption of the sup-
ply services, much to the conveni-
ence of Japanese steamers in parti-
cular. This report has been con-
tradicted by the latest intelligence.
In spite of the announcement of the
Coal authorities, the Shipping Con-
trollers are still enforcing some of the
restrictions on the supply of bunker
to foreign steamers, and on this
account they are forced to take in
bunker at Singapore, or at Japanese
ports. The conflicting attitudes of
the Coal and Shipping authorities
remain a puzzle. Anyhow, the con-
tinued suspension of the coal supply
services is felt very acutely by those
interested in Japanese trade with
India and the South Seas.

COMMERCIAL

INTERNATIONAL GOLD EXCHANGE.

The Federal Reserve Board in its report for 1918 expresses its willingness to undertake the development of an international gold exchange fund to facilitate financial undertakings between nations without actual shipments of gold. The arrangements would be similar to those now maintained by the Board to settle balances between banks within the United States.

The Board says that the fund might be developed among the Allied nations and a few leading neutrals, and other countries might eventually be participants. The gold would be deposited in some Government bank to guarantee exchange obligations and the proposed fund should be limited to current commercial and exchange transactions. This is only one of the suggestions for future financial development growing out of the successful domestic war operations of the federal reserve system, which are reviewed in detail in the report.

NORTH HUMMOCK RUBBER.

The report of the North Hummock (Selangor) Rubber Company, Ltd., states that the profits for the year was £23,764, which, with the balance brought forward £28,912, makes a total of £52,676. Deducting the interim dividend of 5 per cent, paid on May 30, amounting to £4,000, and the sum paid for excess-profits duty for 1916-17, £25,920, there remains a balance of £22,756, which the directors recommended should be appropriated as under: To pay a final dividend of 10 per cent, (less income tax), making 15 per cent, for the year, £8,000; to place to general reserve, £7,000; and to carry forward, subject to excess-profits duty for 1917-18, £7,756. The rubber harvested during the year was 587,621 lbs., as compared with 587,811 lbs. in 1916-17. Of the year's crop, 151,121 lbs. were sold in London, averaging 2s. 1/2d. per lb. Sales for delivery in Singapore amounted to 433,500 lbs., averaging 1s. 9/10d. per lb. The all-in cost per lb., including depreciation, was 18/6d. per lb., against 18/11d. per lb. in the previous season.

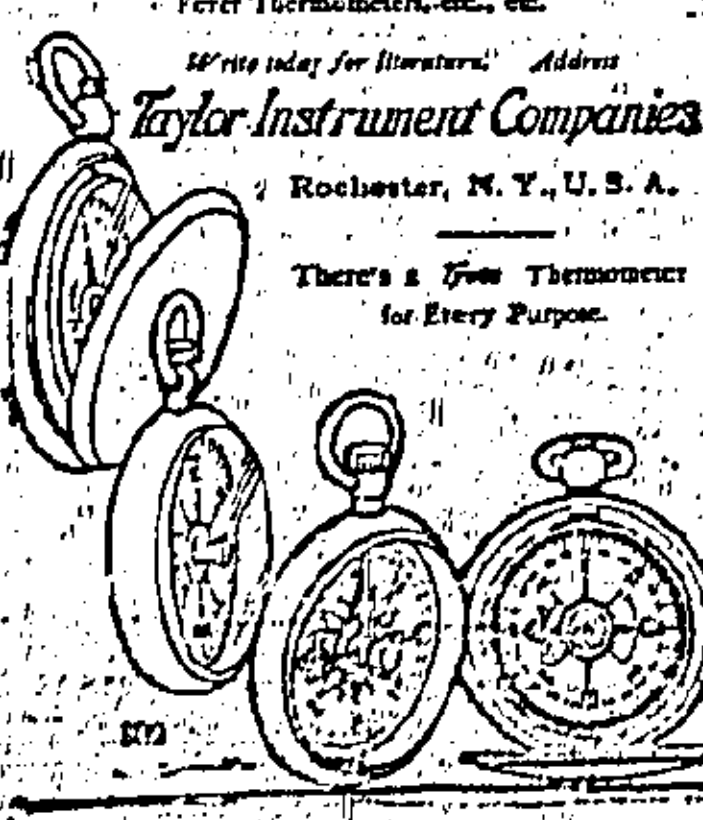
BANKRUPTCY OF HSI-YISHUN, YINGKOU.

Towards the year-end of the old Chinese calendar, the Hsi-yishun, one of the foremost Chinese firms at Yingkou, was obliged to suspend payment in consequence of a serious business reverse. Mr. Li-shiyan, proprietor of the concern, has been a very active figure in business circles in Manchuria, in particular at Yingkou and at Dairen. He is on the Directorate of the Yingkou Water Works and Electricity Co., the Sanki Bean Mill, the Cheng-lung Bank, etc. The Yasheng, a local bean mill, and the Yishun, a local produce concern, have been financed also by Mr. Li. The threatened bankruptcy of the Hsi-yishun has caused serious alarm both on the Dairen and Yingkou markets. The public have entertained misgivings as to the real financial standing of the Chinese firm for some time past, but Mr. Li has managed to patch up appearances up to the present. The assets of the firm under notice are estimated at S.Y.1,000,000 against estimated liabilities amounting to S.Y.7,000,000. The Chinese firm is a leading member of the Transfer Money Office, Yingkou. The local interested parties such as the Mitsui, some dealers on the local Produce and Currency Exchanges, the Trust & Guaranty Co., etc., have started investigations into the assets of the Yingkou firm. The firm maintains branches at Harbin, Changchun, Tieling, and other important cities in the interior.

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THAT'S your guarantee that every Tycos Compass is the best and most accurate compass you can get for the price. Made in various styles. Some have luminous points; therefore, as easily read at night as by day. Prices vary according to the grade of the compass, but all are of the highest quality.

Our line of manufacturers includes: Bourdon Thermometers, Liquid Thermometers, Pressure and Time Registers, Hygrometers, Barometers, Police Compasses, Surveying Compasses, All Metals, Best Lenses, Spirit Levels, etc., etc.



COMMERCIAL

AMERICAN COTTON FREIGHTS.

The Southern States Senators, after a conference with the Shipping Board, have announced that the Trans-Atlantic freight rates on cotton will be reduced from \$22.50 per bale to \$26.25 from South Atlantic ports and from \$33.50 to \$7.50 from Gulf Ports. These revised rates will be effective immediately.

UNITED TIANJIANG RUBBER.

The rubber output and revenue costs were as follows:—Rubber harvested, 711,316 lbs. (Estimated output for 1917-18 was 800,000 lbs.). Cost per lb.—Estate expenditure, 1s. 3/4d.; depreciation, 1/6d.; f.o.b., 1s. 4/4d.; Freight and selling expenditure, 2/8d.; war-risk insurance, 18d.; directors' fees and general expenses in London, 0/5d.; all-in cost, 1s. 8/7d. Crop proceeds, 1s. 11/7d.; profit per lb., 3/4d. The increased cost of production is due to restriction of output and the increase in the cost of labour, transport and all materials. The profit for the year, after writing off £3,064 for depreciation on buildings and machinery, amounted to £10,115, to which has to be added the balance brought forward, £15,227, making £25,342; from this there has to be deducted provision for income tax £2,054, leaving a balance of £23,287; out of which the directors recommended a dividend of 5 per cent, which will absorb £3,600; leaving to be carried forward, subject to excess-profits duty, £19,687.

IRON AND STEEL EXCHANGE IN LONDON.

Mr. Mori, the Japanese Financial Commissioner in London, reports to Baron Takahashi, the Finance Minister, that it has been decided to establish an Iron and Steel Exchange in London, where there has hitherto been no such establishment, though there are similar institutions in provincial towns. The new Exchange has to open on February 11. Applications for membership so far received number 450. The object of the Exchange is given as follows:—

- The provision of a suitable meeting-place in London for those who are engaged in iron and steel transactions or other business connected with these metals.
- Settlement by arbitration of disputes between members if necessary.
- The establishment of a just and equitable principle in these commercial transactions.
- Unification or preservation of regulations and customs.
- Headquarters for the standards for trade classifications.
- Determination of useful reports concerning the businesses mentioned.
- Promotion of the general interests of the iron and steel industries and of the industries connected with these metals.

TANDJONG RUBBER.

The crop of rubber harvested from the company's estates for the year amounted to 1,223,435 lbs., against an original estimate of 1,305,000 lbs., and the previous year's total of 1,384,551 lbs. The shortage is due to the restriction of output scheme proposed by the Rubber Growers' Association, to which the directors agreed to adhere. The average net sale price, including the estimated value of the unsold portion of the crop, is 1s. 11/3d. per lb. The cost of production, free on board at port of shipment, including provision for bonus to staff, depreciation, etc., was 1s. 0/3d. per lb. The managers' estimates of the restricted crop for the current year total 1,000,000 lbs. These estimates are subject to any

amendment which may be made in the restriction of rubber output scheme. The net profit for the year amounted to £49,882, to which should be added the unappropriated profits brought forward, amounting to £207,737; less excess profits duty for the year to June 30, 1917, £48,008; donations to war funds out of profits of year 1916-17, £230; deduct: interim dividend of 5 per cent, paid in June, £7,300; this leaves available £31,209, which the directors recommended should be dealt with by payment of a final dividend (income tax will be deducted at the rate of 5s. 3d. in the £) of 15 per cent, which will absorb £22,500; and by placing to reserve account £8,000; leaving to carry forward (subject to excess-profits duty to June 30, estimated at £18,500) and Netherlands Indies war profit tax, if any, a balance of £23,709 12s. 6d.

ARTIST'S MODEL SUES DANISH DIPLOMAT'S SON.

In the London Sheriff's Court a jury were asked to assess damages in an action for breach of promise of marriage brought by Frances Mary Ruff, an artist's model, against Sten Anderson Eiske De Bille, son of the late Danish Minister in London.

Counsel said that defendant's father, grandfather, and great-grandfather had all represented Denmark in London, and it was his grandfather who signed the marriage contract between King Edward and Queen Alexandra. Plaintiff was the only daughter of a widow, whom she had supported by sitting as a model since she was 17 for Sir Alma Tadema and other eminent artists. She was the grand niece of Sir Henry Doulton. The young people met at a friend's house in 1917 and they became engaged in January this year. They dined together nearly every night, defendant spending 30s. on the dinner, besides taxis. He told her there was another lady in Ireland of whom he was very fond, but that matters had been arranged and that they could be married in March.

In May he wrote to plaintiff suggesting that they had better see one another no more.

Miss Ruff said she was 26, and lived at Brixton with her mother. It was a case of love at first sight. Plaintiff told her his income was about £600 a year, and he spent hundreds of pounds on entertaining her.

Mr. De Bille, who admitted the promise, said his only income was £5 a week as an employee in the Censor's Department. He might have paid 25s. to 30s. about three times a week for dinners.

The jury assessed the damages at £250, and judgment was given for that amount.

Relief From Eczema In Cuticura

For itching, itching, burn, crust and scale. Bathe with Cuticura Soap and hot water. Follow with a gentle anointing with Cuticura Ointment. Use these super-creamy emollients for every-day toilet purposes and prevent such conditions.

Soap in cake, Ointment in tin. E. H. S. & Co. Ltd., London. Sold everywhere.

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A palatable emulsion containing forty per cent of pure Cod Liver Oil, a valuable Food, Tissue Builder, and Tonic.

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rust-proof by the frame being specially coated with rust-proof preparation before enamelling. All plating and enamelling of the most brilliantly permanent class.

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Nottingham, England

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INTIMATIONS

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes.
8.00 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 10.00 a.m.	Every 15 minutes.
10.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.00 a.m. to 12.30 p.m.	Every 15 minutes.
12.30 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 2.15 p.m.	Every 10 minutes.
2.15 p.m. to 3.15 p.m.	Every 10 minutes.
3.15 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 15 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 15 minutes.
8.00 p.m. to 9.00 p.m.	Every 15 minutes.
9.00 p.m. to 10.00 p.m.	Every 15 minutes.
10.00 p.m. to 11.00 p.m.	Every 15 minutes.
11.00 p.m. to 12.30 a.m.	Every 15 minutes.
12.30 a.m. to 1.00 a.m.	Every 15 minutes.
1.00 a.m. to 1.30 a.m.	Every 15 minutes.
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4.00 a.m. to 4.30 a.m.	Every 15 minutes.
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6.00 a.m. to 6.30 a.m.	Every 15 minutes.
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9.30 a.m. to 10.00 a.m.	Every 15 minutes.
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10.30 a.m. to 11.00 a.m.	Every 15 minutes.
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11.30 a.m. to 12.00 a.m.	Every 15 minutes.
12.00 a.m. to 12.30 a.m.	Every 15 minutes.
12.30 a.m. to 1.00 a.m.	Every 15 minutes.
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1.30 a.m. to 2.00 a.m.	Every 15 minutes.
2.00 a.m. to 2.30 a.m.	Every 15 minutes.
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3.30 a.m. to 4.00 a.m.	Every 15 minutes.
4.00 a.m. to 4.30 a.m.	Every 15 minutes.
4.30 a.m. to 5.00 a.m.	Every 15 minutes.
5.00 a.m. to 5.30 a.m.	Every 15 minutes.
5.30 a.m. to 6.00 a.m.	Every 15 minutes.
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BIRDS IN THE BUSH.

The mind of a middle-aged man, who has lived and travelled, felt and seen, is a dense thicket, inhabited by many and diverse birds. This extraordinary simile came down a singing waterfall, high up, among the mountains of Oahu, and struck me as I sat in the sunshine, naked by the pool, smoking my pipe.

Which would such a man the fatter sacrifice, his memories or his tobacco? Of all the foolishly irritating conundrums! Naturally, they are as undividable as light and shade. After meals I enjoy tobacco. With a good book it is a sine qua non. But most of all, perhaps, do I love it when reclined in leisure and content, in surroundings such as tempt memories to come forth and parade like birds unconscious of an observer. Yet sometimes not unconscious, come to think of it.

There are memory-peacocks, which strut with gorgeously spread tails of valour and self-satisfaction, recalling moments of personal triumph, the applause of crowds, "scores" and "accents" and such like successes. One cannot shut them out, of course; but fortunately there are antidotes. There are the furtive little brown wrens, summoning recollections of reverses, painful blunders of the past, asinine occasions that one would fain banish for ever from memory, but may not.

And sometimes a crow caws cynically and spoils the game. Yet why dwell on such unseemly features, to the detriment of a perfectly brand new and distinctly pleasing image?

Rather relight the pipe, which has gone out, and watch the front of the thicket in the spirit of the Quaker. Here quail flits a beady-eyed robin, head sideways, cocked, to tell of a small, big-eyed child gazing at a portrait of a viceroy, murdered over seas, and wondering the little boy, not the viceroy, just what India might mean. How little did he dream that he should one day know the world spaces. Gently the robin reminds one of that little fellow's adventures, of his mother, of his earlier contacts with society.

And fits away as quietly as it came. Here are cooing doves, fetching into retrospect the soft contours of adolescence, the scent of feminine hair, the joy in beauty, the first dawn of love. Yes, and of later ecstasies that. But they say that such memories are unwholesome. School doves. They're gone, and the pipe needs re-lighting. While these doves were about, one had unconsciously puffed hard and faster than a smoker usually does.

Here come a few pet sparrows from the thicket of memory, chirping of one's merrier moments. Jolly little beggars, sparrows. They carry not, neither do they sing, but they provoke replicas of departed smiles, almost as good as the originals.

There are warbling larks now, chanting of holidays bygone, of remembered sunshine and green grass, of rural scenes, and old companions. There go seagulls to abandon the thicket for a moment strong of wing and far of flight. The eye of memory strains to far horizons, mountain skylines, oceanic sweeps, and here the puffs of smoke are steady and deliberate. God! What a beautiful thing this globe is! Can man ever tire of looking at it? No. "For to admire and for to see, for to behold this world so wide—it never done no good to me, but I can't stop it if I tried."

In and out of the thicket, bright plumage and dull, moves this fascinating flock of birds, and happy, happy is the observer. That magpie is a souvenir of an old acquaintance: that speckled thrush hops out to revive the image of some well loved friend. All through the pale blue swirls of smoke, fit incesse for what practically amount to pious exercises, one sees these delightful creatures. What fool was it who perpetrated that tremendous howler about one bird in the hand? A sordid, materially-minded fellow, you may be sure, a belly worshipper, a carnivore. Birds in the bush are best.

It is not so?—Exchange.

STORY OF THE PORT HARDY.

On board the steamer Port Lyttelton, 5244 tons, which berthed on Christmas Day at Port Melbourne, were some former members of the crew of the Port Hardy, well known in Melbourne waters as the Nerfana. The Port Hardy, at the end of 1917, having been removed from the Australian service, was proceeding to Kiver Plate. According to the survivors here, she was about 100 miles off Gibraltar when she was torpedoed. The torpedo struck her amidships, destroying the machinery, and she foundered in 15 minutes. There were seven deaths, including the second engineer, who was on board the Port Kembra when she was blown up off New Zealand last year, while en route from Williamstown with frozen meat for the United Kingdom. The Port Hardy was a steel twin-screw refrigerating steamer of 6533 tons, built in 1907 by Workman, Clark and Co., Ltd. The Port Lyttelton, formerly known as the Niwara, left London last October. She learned of the signing of the armistice while approaching Cape Town en route for Australia.

BOATS DUE TO ARRIVE AND DEPART.

VESSELS DUE TO ARRIVE.

FEBRUARY 20.
HECTOR, B. and S., from Liverpool.
COLOMBIA, Pacific Mail, from San Francisco, with mail.
TANGO MARU, N.Y.K., from Australia, with mail.

FEBRUARY 21.
SADO MARU, N.Y.K., from Japan, with mail.

FEBRUARY 22.
NORE, P. and O., from Yokohama.

FEBRUARY 23.
IYO MARU, N.Y.K., from London, with mail.

FEBRUARY 25.
ELPENOR, B. and S., from Liverpool.

FEBRUARY 26.
SHINTO MARU, T.K.K., from San Francisco, with mail.

FEBRUARY 28.
AGAPENOR, B. and S., from Liverpool.

MARCH 3.
RIOJUN MARU, D. & Co., from Japan, with mail.

MARCH 5.
FUSHIMI MARU, N.Y.K., from Seattle, with mail.

MARCH 8.
ANYO MARU, T.K.K., from Valparaiso.

MARCH 10.
LAOMEDON, B. and S., from Liverpool.

MARCH 12.
BORNEO MARU, D. & Co., from Java, with mail.

MARCH 13.
EURYLOCHUS, B. and S., from Liverpool.

MARCH 15.
PROTESILAUS, B. and S., from Singapore.

MARCH 18.
NANKING, China Mail, from San Francisco, with mail.

MARCH 19.
TELEMACHUS, B. and S., from Liverpool.

MARCH 23.
PERSIA MARU, T.K.K., from San Francisco, with mail.

MARCH 26.
PELEUS, B. and S., from Liverpool.

MARCH 28.
HOKUTO MARU, D. & Co., from Java.

MARCH 29.
TELAMON, B. and S., from Liverpool.

DEPARTING VESSELS.

FEBRUARY 20.
KAMAKURA MARU, N.Y.K., for Australia.

FEBRUARY 21.
YETOROFU MARU, N.Y.K., for Japan.

FEBRUARY 22.
HWAHWA MARU, N.Y.K., for Bantay.

FEBRUARY 23.
TANGO MARU, N.Y.K., for Nagasaki.

FEBRUARY 24.
MISHIMA MARU, N.Y.K., for London.

FEBRUARY 25.
SADO MARU, N.Y.K., for Liverpool.

FEBRUARY 26.
TELESIA, B. and S., for London.

FEBRUARY 28.
NORE, P. and O., for London, via Marseilles.

FEBRUARY 29.
IYO MARU, N.Y.K., for Japan.

FEBRUARY 30.
AGAPENOR, B. and S., for Liverpool.

MARCH 1.
AFRICA MARU, O.S.K., for Victoria.

MARCH 2.
ELPENOR, B. and S., for Japan, via Shanghai.

MARCH 3.
COLOMBIA, Pacific Mail, for San Francisco.

MARCH 5.
EMPEROR OF RUSSIA, Canadian Pacific, for Vancouver.

MARCH 8.
DJIPANOS, J.O.L., for Java.

MARCH 10.
AGAPENOR, B. and S., for Japan, via Shanghai.

MARCH 12.
LAOMEDON, B. and S., for Japan.

MARCH 13.
AFRICA MARU, O.S.K., for Victoria and Vancouver.

MARCH 15.
RIOJUN MARU, D. & Co., for Java.

MARCH 17.
SHINTO MARU, T.K.K., for San Francisco.

MARCH 18.
EURYLOCHUS, B. and S., for Japan via Shanghai.

MARCH 20.
CHICAGO MARU, O.S.K., for Victoria and Vancouver.

MARCH 21.
TELEMACHUS, B. and S., for Japan via Shanghai.

MARCH 23.
ANYO MARU, T.K.K., for South America.

MARCH 24.
FUSHIMI MARU, N.Y.K., for Seattle.

MARCH 26.
PELEUS, B. and S., for Japan via Shanghai.

MARCH 28.
PYRRHUS, B. and S., for London.

MARCH 29.
NANKING, China Mail, for San Francisco.

MARCH 30.
PERSIA MARU, T.K.K., for San Francisco.

MARCH 31.
HOKUTO MARU, D. & Co., for Japan.

MARCH 31.
PROTESILAUS, B. and S., for Seattle.

NOTICES.

THE GENERAL FIREPROOFING CO.
* ALL STEEL *
FILING EQUIPMENT AND OFFICE FURNITURE.
EXPANDED METAL PRODUCTS.
SAVES PORTABLE BUILDINGS, Etc., Etc.
Sole Agents:
ARNHOLD BROTHERS & Co., Ltd.
CHINA & HONGKONG.

BRAINS OF THE CLERGY.

The Archbishops appointed a committee to investigate the charges brought against the Church during the war. Here are a few extracts from their report:

Commenting on the lack of ability in the clergy, the Committee state: "While there has been an increase in the intellectual attainments of the people, the intellectual capacity and equipment of the clergy have not increased in a like proportion. This is due partly to the fact that fewer able men seek ordination, partly to the fact that the interest of the Church has been turned from the intellectual problems. The greater demand for men to serve the Empire and the country, the poor prospect of a living wage offered in the Church, the restricted influence of the Church in the Universities, and the inadequate training of the clergy alike contribute to this result."

There has been a tendency to contrast the intellectual with the spiritual, instead of realising that God's Spirit works in man by illuminating all his powers, and that the highest spiritual work is also intellectual. The result has been a depreciation and a fear of the honest operation of the intellect. Freedom of research has been discouraged, the minds of the clergy have been cramped, and their authority weakened.

Many people, especially among the clergy, owing to intellectual sloth and indecision, never seriously endeavour to make up their minds on disputed questions, such, for instance, as Biblical criticism. Some times they shut their eyes and refuse to allow that such questions exist at all. Many preachers, owing to lack of intellectual courage, ignore great subjects on which restatement is needed, such as the Atonement and the eternal consequences of sin, because they fear to provoke antagonism, and thus integral parts of Christian teaching are entirely omitted.

In particular it is felt that the interest of the clergy is often drawn away to questions of secondary importance. They are engrossed in minor matters of Church tradition, and do not speak in a real and living manner on great and fundamental problems which are exercising the minds of many people at the present day. They are apt to speak in a conventional language which wearies and irritates their hearers. A general complaint is that behind the devotional teaching, the pastoral work and the wide activity of the clergy, there is not a reasoned theology which can build up the religious life of the laity. The cause of this lies as we proceed to show, in the intellectual failure of the clergy."

This official Anglican document has a foreword by the Archbishop of Canterbury and is published at 2s.

AUSTRALIA AND SHIPPING.

With the arrival of the Commonwealth steamer "Australien"—the last overseas vessel to reach Melbourne for 1919—close on 220 deep sea vessels, aggregating just over 558,000 tons, reached Melbourne during the six months. Of this total, about 43, (including auxiliary vessels) were sailing vessels, aggregating 6,000 net tons. Foreign nationalities represented in the port of Melbourne during the six months included: United States, Russia, Chile and France in sailing tonnage; Norway, Holland and Sweden in both sail and steam tonnage, and Japan with 25 steamers. The largest visitors to the port were the Runic, 8,106 tons net, 12,490 gross, and Fort Darwin (7,447 net and 10,965 gross). Amongst the steamers were classified a few full-powered motor ships.

Have you ordered your Copy of
The Dollar Directory
NOW IN PRINT.
From Messrs. BREWER & Co.,
Tel. No. 688. 23, Queen's Road Central.

POST OFFICE.

The parcel post service to Oahu is suspended.

It is notified that all restrictions as to the use of wireless telegraphy by Merchant Vessels on the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abadan, Ahwas or Mohammara in the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcel services between Egypt (on transit through Egypt) and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags, and the Public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addresses in the provinces of Unine, Vienna, Trieste, Padua, Venice and Belluno in Italy will not be accepted for transmission unless posted under the British War Office Permit.

The Parcel Post Service to British East Africa and Egypt (except for members of the Expeditionary Forces) and to Abyssinia, Bagdad, Frithere, French Somal Coast, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated.

In the case of Mails closing before 9 a.m. Registration closes at 8 o'clock on the previous evening.

INWARD MAILS.

SATURDAY, February 22.
Japan—Per SADO MARU.

SUNDAY, February 23.
Japan—Per MISHIMA MARU.

Europe via Nagasaki—Per IYOMARU.

OUTWARD MAILS.

FRIDAY, February 21.
Tientsin—Per HUICHOW, 9 a.m.

Japan—Per TANGO MARU, 10 a.m.

Shanghai and North China—Per SINGAN, 11 a.m.

Cebu, Straits and EUROPE via Suez—Per ELNAT, 11 a.m.

Philippine Islands—Per LOONGSANG, 3 p.m.

Shanghai and North China—Per CHIOYANG, 5 p.m.

SATURDAY, February 22.
Swatow and Bangkok—Per CHILDA, 9 a.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India, Dhanushkodi, Egypt and EUROPE via Suez—Per SADO MARU, 9 a.m.

Shanghai and North China—Per YINGCHOW, 3 p.m.

Java and Port Moresby via Batavia—Per RINDJANI, 3 p.m.

Tientsin—Per CHIOYANG, 5 p.m.

Shanghai and North China—Per YUSANG, 5 p.m.

SUNDAY, February 23.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India, Dhanushkodi, Egypt and EUROPE via Suez—Per SADO MARU, 9 a.m.

Swatow, Amoy and Formosa via Keelung—Per KAJIO MARU, 9 a.m.

MONDAY, February 24.
Java and Port Moresby via Batavia—TUPANAS, 9 a.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India, Dhanushkodi, Egypt and EUROPE via Suez—Per SADO MARU, 9 a.m.

Shanghai and North China—Per YUSANG, 5 p.m.

Shanghai, North China and Japan via Kobe—Per IYOMARU, 10 a.m.

Bangkok—Per TILIWONG, 3 p.m.

Straits, Bangkok, Ceylon, Mauritius, South Africa, India, Dhanushkodi, Egypt and EUROPE via Suez—Per AGAPENON, 5 p.m.

TUESDAY, February 25.
Swatow and Bangkok—Per LINAN, 9 a.m.

Shanghai and North China—Per SINKIANG, 11 a.m.

Swatow, Amoy and Fochow—Per HAIHONG, 1 p.m.

WEDNESDAY, February 26.
Swatow and Straits—Per TANGING, 9 a.m.

Swatow, Amoy and Formosa via Takao—Per BOSHO MARU, 5 p.m.

THURSDAY, February 27.
Shanghai and North China—Per SUITANG, 11 a.m.

FRIDAY, February 28.
Swatow, Amoy and Fochow—Per HAITAN, 1 p.m.

VESSELS IN TAIKOO DOCKYARD.

S.S. WENHOW.
S.S. TEAN.
S.S. HUIHOW.
S.S. FANGCHOW.
S.S. HANSI.
S.S. JIENSIN.
S.S. LIANGHOW.
S.S. LIANGTANG.
S.S. PROTESILAUS.
A.M.V. MEDWAY.
A.M.V. WING HOI LI.

MOVEMENTS OF STEAMER.

The C.P.O.S. Co's R.M.S. "Empress of Russia" left Tientsin for Hongkong on Feb. 19th, and is due at Hongkong on or about the Feb. 24th.

ENTERTAINMENTS.

THE CORONET
Tel. No. 1753. Tel. No. 1743.
FEBRUARY 20, 21, 22 & 23, 1919.
DOUGLAS FAIRBANKS
IN
"REGGIE MIXES IN"
CROOKED TO THE END.
BRITISH GAZETTE NO. 488.
Booking at ROBINSON'S.

VICTORIA THEATRE
FEBRUARY 19, 20, 21 & 22.
at 9.15 p.m.
"THE COUNT OF MONTE CRISTO."
Epoca - The Last Exploits of Cadrouse.
In this epoch there are some very fine photographic studies and the acting is superb.
A WIFFLES FAMILY INTRIGUE
Two parts of undiluted mirth, well shaken up.
FREE WEEK.
FEBRUARY 24, 25 & 26.
at 8.15 p.m.
Pathe presents
BABY MARIE OSBORNE
in
"A DAUGHTER OF THE WEST."

HONGKONG THEATRE.
FEBRUARY 19, 20 & 21.
showing - The Final Episodes of
"THE VOICE ON THE WIRE"
THURSDAY 20th. Matinee at 5.15 p.m.
showing - "THE ROSE OF THE RANCHO" in 5 acts.
SATURDAY 22nd. See HELEN HOLMES in
"THE LASS OF THE LUMBERLANDS."

THEATRE ROYAL
GRAND VARIETY ENTERTAINMENT
In aid of the Ministering League Funds
(VICTORIA BRANCH.)
UNDER THE DISTINGUISHED PATRONAGE OF
His Excellency the Officer Administering the Government,
His Excellency Major-General Ventris,
Sir William and Lady Rees Davies,
Commodore and Mrs. Gurner.
Saturday, 22nd February,
at 9.15 p.m.
Prices: Dress Circle and Orch. Stalls ... \$3.00
Stalls \$2.00
Pit and Gallery \$1.00
Booking at MOUTRIE'S.

ARRIVALS OF STEAMERS.
FEBRUARY 19, 1919.
CHOYSANG, Brit., 1,424 tons, from Bangkok, Capt. Purkin, J.M. & Co., 377.
KWONG YING, Chi., 477 tons, from Wuchow, Capt. Pans, Bai Kong, wharf.
KWONGTAL, Chi., 282 tons, from R.O. Wan, Capt. de Souza, Sing On, wharf.
SINGAN, Brit., 608 tons, from Amoy, Capt. Jones, B. & S., moored.
DAISHIN MARU, No. 2, Jap., 778 tons, from Canton, Capt. Hirayama, Y. Sato, anchored.
SINAN, Brit., 1,256 tons, from Bangkok, Capt. Barkus, B. & S., 111.
HWAHWA, Chi., 2,769 tons, from Moji, Capt. Rao, N.Y.K. wharf.
WOSANG, Brit., 1,187 tons, from Wuhu, Capt. Atkinson, J.M. & Co., No. 14 Buoy.
SHISEN MARU, Jap., 1,222 tons, from Takao, Capt. Kaneto, 3,625 tons, from Yokohama, Capt. Enya, N.Y.K., stream No. 4.
KUEIHOW, Brit., 1,220 tons, from Chefoo, Capt. Cole, B. & S., 111.
CLEARANCES.
FEBRUARY 19, 1919.
BOURBON, French, noon, for Hongkong, Thai Shun.
ROTORUA, Brit., 9 p.m., for Canton, Snowman & Co.
COURAGEOUS, Amer., 13 noon, for Manila, P.M.S.S. Co.
The offices of the Pacific Steamship Company will be moved on the 1st of March from their present location on Ice House street to spacious quarters which are being provided on the 5th floor of the Hotel Mansions.
The Commodore-in-Charge, Royal Navy, and the General Officer Commanding the Troops wish to convey to the subscribers to the Services Entertainment Fund the grateful thanks of both Services for the many pleasant outings and other recreation which their generosity has enabled them to enjoy during the past four years.

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